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PRESIDENCY OF THE COUNCIL OF MINISTERS
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THE TEHERAN INDUSTRIAL FAIR

Promoting trade relations between Italy and Iran

Following authorization by the Ministry of Foreign Commerce, the Institute for Foreign Trade (*Istituto Commercio Estero*) opened in 1958 by launching preparations for an exhibition of Italian industrial products, eventually inaugurated at Teheran, on October 4, 1958, under the title « Italy Produces ».

The choice fell on the capital of Iran after a careful examination had been made of the local market and the Middle East in general. The exposition itself was promoted at a very significant moment, for it coincided with a more ample Italo-Iranian programme of collaboration and thus any undertaking, which drew attention to Italian possibilities in the more important economic sectors, was bound to excite interest.

Generally speaking, Italy only began to penetrate Iran during 1957. It was during this year that the AGIPMINERARIA-NIOC (National Iranian Oil Company) agreement was stipulated, introducing this country to exploitation of oil resources in Iran and calling for the creation of a joint company, SIRIP (*Société Irano-Italienne des Pétroles*) with a capital of 10 million dollars. Montecatini was given the task of building a plant for the production of plastic materials, the first of a series of petro-chemical industries which are to be developed within Iran. Another Italian company, the Soc. An. Elettificazione, drew up an agreement for the construction of a high tension circuit, while Elettroconsu't, in March 1958, was authorized to draft plans and give technical advice for the new dam on the Dez. Great importance was attached to the contract signed between Italconsult and the Iranian planning authority, under which the former is to carry out a two year research programme on the resources existing in the regions of Seistan and Baluchistan. Three missions are to be set up, one specializing in agricultural matters, a second investigating social problems and infrastructure, while a third will concern itself with minerals. Finally, the Soc. An. Utilizzo Tecnico Internazionale (SAUTI), has

won the contract for the building of an important highway. Further negotiations between the Iranian authorities and Italian companies on questions of industrial development are still under way.

The « Italy Produces » industrial fair was held on October 4-19, 1958, in the Iranian capital, covering an area near the race track which was estimated at 45,000 square metres. A further 15,000 square metres were used for services connected with the exposition and parking. The Italian exhibits were arranged in six pavilions with a frontage of 400 metres, of which five were concerned only with general products while the sixth, situated in the centre, illustrated some of the largest Italian industrial concerns. From a structural viewpoint, these pavilions were built of tubular steel and aluminium, shipped from Italy and specially designed for fairs and expositions.

The organization of this exhibition required special planning and technical preparations of some entity. The area released was completely barren, very uneven and without drainage. This called for special installations which would change it into a small city with completely independent functions. Among the innovations introduced was a 300 metres water main, while 10 electronic power plants were transported from Italy for lighting purposes, supplying a total of 1,500 kW. Technicians also installed a complete telephone circuit, again shipped from Italy, with ten lines and 100 telephones for internal use. Shipment of all this material was mainly by sea, since less difficulties were involved, and a raft service was improvised to accelerate unloading. Special lorries carried the 15,000 quintals of freight over the 1,100 kilometres between the port of Khorramshahr and Teheran.

Exhibitors totalled 400, while the companies taking part mostly represented the various sectors of the mechanical industry (light and heavy machinery, machine tools, etc.). Apart from petroleum, chemical and pharmaceutical products, textiles, artisan goods and food-stuffs also enjoyed a leading position. Because of this, « Italy Produces », the first exposition of its kind on the Asian continent, not only helped local peoples to obtain a clear and concise picture of Italian manufacturing industries, but also permitted healthy development in business relations of interest to the economies of Italy and Iran.

Italo-Iranian Trade Exchange

Trade exchange between the two countries has been in a stage of development for several years. However, Italy plays a secondary role among those nations trading with Iran. Imports from Italy are approximately 2.3 % of the total, while exports to this country are valued at about 6 %.

In relation to the volume of Italian foreign trade, exchange with Iran is even more modest. In fact, both exports and imports barely reach 0.5 % of the total. The table which follows shows progress in Italo-Iranian exchange in 1956 and 1957 and for the first six months of 1958, information which has been drawn from Italian official, statistical sources.

Y E A R	Total Imports	Imports (petroleum excluded)	Exports	Balance
	(millions of lire)			
1956	11,845	6,495	8,584	+ 2,089
1957	10,952	4,111	8,088	+ 3,977
6 months 1957	5,203	1,687	4,145	+ 2,488
6 months 1958	4,908	1,550	5,459	+ 3,909

The most important Iranian product is, of course, *petroleum* and this heads the list of Italian imports from that country. It is followed by cotton, hides and, recently, metals (particularly lead, chrome, zinc and manganese). However, importance is also attached to raw silk, prized woods and carpets.

The greater part of *Italian exports* consists of industrial products, most of them belonging to the mechanical, textile and metallurgical industries. The chemical and pharmaceutical industries follow at some distance.

It is expected that the future will bring about a favourable development in *mechanical products* which will become the object of greater demand as Iranian economy grows. At the present time, the Italian industry is operating well below its real possibilities, while German, British and American competitors have long understood and appreciated the excellent market which is open to penetration. For example, although Italy has been successful in placing industrial machinery on foreign markets, even in the face of intense competition, such products are little known or appreciated in Iran. Very few Italian companies are represented locally and even fewer have set up sales organizations. The efforts of individual companies have, generally speaking, obtained good results and certain Italian exports have undoubtedly made progress.

There are several interesting possibilities for *electrical machinery*, a sector which is now open to foreign exports following the building of numerous power stations under the Electrical Planning Bill adopted by the authorities. There are also signs that the demand for agricultural machinery will increase and Italian exports of tractors have already benefitted. Industrial planning is likely to cause a bigger flow in the future, particularly as the Seven Year Plan Authority has

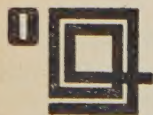
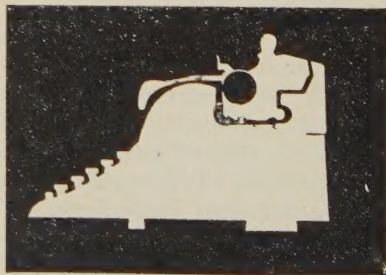
already created a special credit institute which will give financial aid to farmers.

Italian export of *motor vehicles* has developed favourably, mainly due to local efforts on the part of representatives of the major companies. The current situation is very much the result of the success which small-cylinder private and commercial vehicles have obtained in Iran. Notable progress has been made in the supply of *coaches* and *heavy, industrial vehicles*, the demand being high as the Iranian railway is not very extensive. There has also been a steady rise in the export of small cylinder motorcycles and scooters, the figures having doubled during 1957 with even a further slight increase during the first six months of 1958.

Exports of *office equipment* only began recently (1957-1958), but the results so far achieved, in spite of heavy competition, point to excellent possibilities for the future.

Finally, Italian exports of *steel products* showed a strong rise in 1957, a situation which lasted into 1958. Such an increase in the volume of these products may be traced to a heavy demand for steel tubing although there also proved to be a good market for *iron and steel strip*.

Prospects for *chemical products* are also considered with optimism in view of the agricultural development plan which will increase the demand for artificial fertilizers.



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International Roads and Highways

ITALY AND THE MAIN EUROPEAN HIGHWAYS. NEW PLANNING

On September 16, 1950, Italy put her signature to an international agreement concerning European highways and, following ratification of the Convention, assumed considerable responsibilities in respect of the construction of highways and roads in her territory. The Convention became law in March, 1956, after approval by Parliament.

The discussions originally held at Geneva, which were attended by the majority of European nations, recognized the need for the development of international road traffic and, for the purpose of promoting closer relations between the states concerned, considered it opportune to draft a coordinated plan for the construction or reconstruction of roads and highways suitable to constant and heavy use. Attachment No. 1. to the Convention set out the details of the international highway system and each country pledged itself to carry out the necessary public works needed to bring national networks up to the required standard. The technical instructions necessary to such an ambitious programme were contained in Attachment No. 2.

These technical instructions were based on such principles as traffic density, present and future and also the maximum traffic likely to use a road for an uninterrupted period of thirty hours in one year.

Generally speaking, highways included in the international network are classified into two categories, although there is a third category of a transitory nature. These are:

Category I — Highways with a width of 7 metres, 3.5 metres for each traffic lane, to be reduced to 6 metres in mountainous zones under exceptional conditions. On highways of this type, the maximum volume of traffic (mixed traffic with an average speed of 55 kms/hr) should not exceed an average figure of 3,000/4,000 vehicles per day, with a maximum rate of 600 vehicles per hour. Such figures may be increased for those roads constructed for private motor vehicles only.

Category II. Highways with a width of 7 metres, divided by a central island. Such highways are considered opportune when traffic

exceeds the density set out for Category 1 and, to this end, the Geneva Convention on Highways, recommended modifications to such highways.

Category III. The Convention provisionally covered highways of 10.5 metres (to be reduced to 9 metres under exceptional circumstances) with three traffic lanes of 3.5 metres each lane, limited to two lanes at curves and corners and, where necessary, with relative trunk roads. Such highways to be reduced to two traffic lanes when traffic tends to exceed certain limits.

As far as Italy is concerned, the problem of building roads with a width of 10.5 metres and with traffic lanes, proved to be of exceptional interest since this was a system largely adopted by A.N.A.S. for the majority of its new highway construction projects. Equally important is the fact that costs are relatively lower (about 40 %) than those for twin lane highways of 7 metres each, for the safety ratio is sufficiently guaranteed at points for overtaking and such a highway can resist an average daily traffic of 6,000 vehicles with a maximum of 1,200 vehicles per hour. This means that the majority of Italian roads meet the requirements of current traffic and will continue to do so for some considerable time.

Development of the international road network in Italy

According to the Attachments to the Geneva agreement, international highways are divided into a further three categories, according to whether they are to be found in hilly, mountainous or flat districts. Calculations are again based on speed - 120, 80 and 60 kms/hr - to which, of course, are related such questions as length and angle of curve, ratio of ascent and descent, sweep and visibility.

The international network in Europe, according to recent calculations, is approximately 45,000 kilometres long and is divided into « main highways » and « trunk roads », identified by the letter « E » followed by a progressive number from 1 to 24 for the « main highways » and 31 to 100 for the « trunk roads ».

Italian highways included under the international category account for approximately 18 % of the entire European network with a total of 6,577 kilometres, divided as follows:

Route E/1. (London-Paris-Nice) - French border (Ponte San Luigi) - Genoa-Rome-Naples - Reggio Calabria - Messina - Palermo: 1,764.9 kilometres.

Route E/2. (London-Lausanne) - Swiss border (Iselle) - Milan - Bologna - Rimini - Ancona - Pescara - Bari - Brindisi: 1,188.9 kilometres.

Route E/6. Rome - Florence - Bologna - Verona - Austrian border (Brenner-Berlin-Oslo-Levanger): 809 kilometres.

Route E/7. Rome - Cesena - Bologna - Padua - Udine - Tarvisio - Austrian border (Thorl-Vienna-Warsaw): 818.5 kilometres.

Route E/9. (Amsterdam-Basle-Swiss border) - Ponte Chiasso - Como - Milan - Tortona - Serravalle - Genoa: 199.3 kilometres.

Route E/13. (Lyon-French border) - Mont Cenis - Turin - Milan - Verona - Padua - Venice: 496.4 kilometres.

Route E/14. Trieste - Ronchi - Udine - Austrian border (Thorl-Prague-Szczecin): 170.7 kilometres.

Route E/21. Aosta - Ivrea - Turin - Ceva - Savona - Genoa: 318.3 kilometres.

Route E/21a. (Martigny-Great St. Bernard) - Swiss border - Aosta: 33.9 kilometres.

Route E/21b. (Geneva-Mont Blanc) - Mont Blanc tunnel - Prè St. Didier - Aosta: 35.5 kilometres.

To the total of 5,836 kilometres represented by these « main highways », a further 741 kilometres of 8 « trunk roads » should be added, although the latter are of minor importance. This brings the total Italian roads under the European category to 6,577 kilometres.

It should be noted that the last two routes (E/21a and E/21b) are related to two very important undertakings which Italy has agreed upon with France and Switzerland, namely, the roads through Mont Blanc and the Great St. Bernard. These roads will permit the three interested nations to maintain rapid communications in the Central-West sector of the Alps, communications which, to date, have been more or less restricted to the summer months.

Following the strong encouragement given to the Mont Blanc project by the Ministry of Public Works, technical and administrative preparations have been completed and initial operations have already begun.

As regards the St. Bernard pass, signature of the relative agreement will take place shortly and work is likely to start very soon.

The Italian Cabinet recently approved a Bill which introduces special legislation covering the *Territory of Trieste*. This Bill foresees appropriations amounting to 12 milliard lire to be spent on roads and highways of immediate interest to the territory, and road communications with Austria and Yugoslavia will thus be considerably improved. In fact, planning includes the extension of the Turin-Milan-Verona-Padua-Venice highway (E/13) as far as Trieste with a branch from Palmanova to Udine and repairs to Route E/13 as it approaches Route E/14 to the Austrian border.

The decisions which have led to the recognition of international highways of common interest obviously arose from a need to recognize the chief tourist and trade communications which had come into being between single European countries.

Modifications to the Italian road network

A glance at a road map of Italy and at the routes mentioned previously, will show that these have expanded in direct relation to internal traffic. Today, however, most of these highways are old and insufficient to meet the ever growing demands of modern traffic.

Logically, this gave rise to the consideration that all the nations concerned, Italy in particular, would have to look to the future and examine highway network no longer modern and lacking the technical aspects necessary to modern speeds, weights and volume. Under the clauses contained in the Convention, the European nations agreed to modify their roads to meet current requirements and also to satisfy the demands of internal traffic.

Italy, therefore, assumed a twofold task, committing herself to satisfy both national and international road requirements. The answer to this is to be found in the *Road Law* of May 21, 1955, No. 463.

A comparison between a European road map and the plan for the « multi-year road construction and repair programme », attached to the above law, shows that the network follows the same itinerary. Preliminary projects, which embrace some of the most important planning under the « Road Law », require that approximately 1,400 kilometres of new highway will be open to traffic within 3 or 4 years and much of the work has already been completed.

Important road works in Italy

The Italian highway network has been made more efficient through the opening of a new and important stretch between *Terracina* and *Gaeta*. This was inaugurated on February 9, 1958, and shortens the distance between Rome and Naples. This road is of considerable importance for technical reasons for it has overcome one of the most serious obstacles to communications between Rome and Naples (Aurunci Mountains), the difficult and dangerous Itri climb. Previously the construction of the *Pontina* and *Domiziana* highways had led to the removal of many obstacles to easy travelling between Rome and Naples, namely, the route through the « Castelli Romani » which obliged drivers to follow the Appia before reaching the open road at Terracina. Again, the Capua and Aversa stretches were particularly difficult both because of the narrow road and the volume of local traffic.

The construction of the *Pontina* and *Domiziana* highways filled a practical need, however, while the new Terracina, Gaeta and Formia stretch also offers strong tourist attractions, though this was not the real objective of the project. In fact, the new highway has exploited Gaeta, isolated because of the harsh nature of the local terrain, and also offers the traveller a wonderful panoramic view of the Tyrrhenian coast, hitherto almost ignored.

The road, running between the Mole di Terracina locality (Km. 104.6 on the Appia) and the junction into the Appia at Formia, is 36.4 kilometres long with a double carriage-way, 9 metres wide, flanked by berms 1 metre wide and small banks in beaten earth or cement. Great technical ability was shown in its construction and considerable engineering art is to be found in four tunnels totalling 1.2 kilometres in length, 7 metres high with an arch of 10 metres. The longest tunnel (600 metres) is illuminated by fluorescent lamps, suitable covered.

Although planning included road development on the surrounding districts (communications between Terracina and Sperlonga have been shortened by 15 kms, and those between Sperlonga and Gaeta by 23 kms) every effort has been made to avoid passage through the towns of Sperlonga and Gaeta. Where the highway crosses existing roads or the railway, bridges and cuttings have been introduced.

The construction of this new highway required 10,000 quintals of steel reinforcement, 35,000 cubic metres of cement and excavation of 700,000 cubic metres of soil, mostly rock. The cost was approximately 2.5 milliard lire which was covered by appropriations approved by the Southern Italy Development Fund.

Numerous projects for new roads and the repair of existing ones are under discussion and the total expenditure entailed will reach about 30 milliard lire. This work will be undertaken by A.N.A.S. and mostly affects the regions of Emilia and Tuscany.

The Committee of A.N.A.S. has also approved the construction of a special highway for heavy transport between Cisa da Fornova and Pontremoli (approximately 51 kms.), involving an expenditure of approximately 14.5 milliard lire, 33 % of which supplied by the State.

Other planning includes completion and improvement of State highways under the administration of A.N.A.S. and the introduction of twin lanes. Modifications to the Milan-Bergamo-Brescia, Genoa-Savona, Genoa-Valle del Po and Florence-Sea highways will cost about 6.5 milliard lire. Further projects to be applied to State highways refer to State Highway No. 63 « del Cerreto », State Highway No. 19 « Delle Calabrie », State Highway No. 16 « Adriatica », State Highway No. 7a « Terra di Lavoro » and will call for expenditure totalling 2.5 milliard lire.

In relation to the recent law on new classification, the Administrative Committee of A.N.A.S. has started examination of a plan which brings certain provincial roads under direct State control. These include: « Chiantigiana-Florence », the « Verna » road, the « Fermana », the « Pisa-S. Pietro in Palazzi » (province of Emilia) and the inter-provincial road « Novi-Novara ». The total distance is approximately 400 kilometres.

The « Sun Highway » (*Strada del Sole*)

This article would not be complete without some reference to one of the most important road engineering projects of the post war period.

The building of the « Sun Highway » effectively began about 18 months ago, although the first tenders were approved in June 1956, less than a month after the official commencement of work on May 19. Today, it is possible to give a brief summary of the work which has been completed in this short space of time, and so enable the reader to obtain a reasonably clear idea of the progress made.

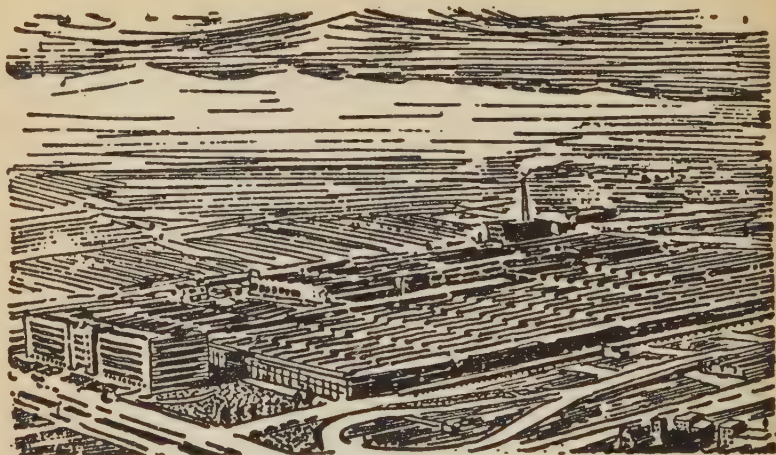
Work is at present under way along 320 kilometres of the 738 kilometres which form the total length of the highway. This former figure relates to the two trunks between *Milan-Bologna* and *Capua-Naples*, 280 and 40 kilometres long respectively. Planning is going ahead on two other stretches between Rome and Florence and Rome and Capua. The construction of these two stretches is divided into 40 lots, so that technicians and labourers from all parts of Italy are taking part in a great undertaking which, for the first time since Italy was united, has a common interest for the North and the South. Experts are called upon each day to solve difficulties of all kinds, particularly in the Apennine zone where the geological structure is complicated. To overcome these obstacles, the intelligence of man has led to the use of machinery and every possible type of mechanical assistance has been called upon. For the first time in the history of Italian road construction, the ratio between man and machine is decidedly in favour of the latter, being in the region of 4 to 1. In the Po area it falls to 2.5 to 1 and rises to 6.5 to 1 in the Apennine area. This shows that mechanical means, the most modern which European and extra-European industry can produce, abound on the « Sun Highway » in order to hasten the various building phases. Their use has permitted advancement in those zones where human labour would have encountered almost insurmountable difficulties. For instance, a mechanical excavator can move 400/500 cubic metres of earth in 8 hours, a task which would require 100 men.

The « Sun Highway » is 24 metres wide with a central island of 3 metres wide dividing the two traffic lanes, each 7.50 metres wide, similar to the practice adopted in America. When entering the highway, motor vehicles are not required to stop to pay a toll, their passage being recorded on electronic instruments. On arriving at the exit, however, vehicles must stop for control and the payment of the toll fee which is in relation to the distance travelled. This means that delays which might be caused through enforced stops are reduced to a minimum, an important factor during peak hours.

At varying distances along the highway, the driver can find restaurants, bars, cafes, servicing stations, petrol pumps, newspapers, cigarettes, etc. Garages are also to be built while traffic will be controlled by frequent mobile police patrols who will maintain contact by radio. The motorist will be able to call for assistance at any time and at any place.

Approaching service stations or any of the bars and restaurants available, the motorist will find by-lanes on the right hand side of the road-way which will permit him to slow down and turn off without becoming an obstacles to other traffic which is moving at high speed. Similarly, when he is desirous of returning to the high speed lane he can do so gradually by regulating his speed according to the velocity of the other vehicles. The by-lanes will be of a length suitable to the speed permitted along the stretch on which they are to be found, thus offering maximum safety. Security will be made even higher by wire netting running the length of the highway which will prevent entry of stray animals or persons on to the carriage way. No minor roads run directly into the « Sun Highway » nor are there to be any level-crossings. All intersections will be routed over bridges and the only part where there is to be slight deviation to this rule is at the railway cutting on the Milan-Bologna line and the Via Emilia near Modena. Naturally, bridges and viaducts for the crossing of rivers and valleys represent a large part of the work and take a great deal of time to construct. Plans include the construction of 51 *bridges* (that over the Po will be 1,200 metres long and will rest on 15 pilons), 52 *viaducts* (mostly in the mountain areas) and 19 *tunnels* (twin lane), on the Apennine dorsals.

The Milan-Piacenza and Piacenza-Parma stretches of the highway were opened to the public during the early part of last December. The work on this one hundred kilometre stretch was completed more than six months earlier than was planned and work on the Parma-Bologna zone is well advanced. When this last part is completed, the whole Milan-Bologna trunk, one of the areas with the densest traffic in the whole of Italy, will be in operation.



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Sports and Public Buildings at the Rome World Exposition Grounds

Intensive building on the site of the Rome World Exposition (E.U.R. - *Esposizione Universale di Roma*) began in 1938, but the opening of hostilities brought planning to a standstill and eventually resulted in severe damage to such premises as had been completed.

In 1951, the original project was substantially modified to meet the twofold idea of repair and completion of the exhibition buildings and the creation of a residential area which could house some of the overflow resulting from Rome's rapid increase in population (1).

Work began in 1952 and priority was given the preparation of those premises which could eventually be used as Government offices. The authorities were determined to introduce a plan of decentralization which would relieve the crowded areas of Rome and give rise to an « administrative city » not too far from the Italian capital (2).

The E.U.R. Committee, responsible for the development of this area, has a particular characteristic in that it has concerned itself mainly with the construction of public buildings. Capital has been obtained through the sale of building lots but all the licenses issued contain strict rules which require that contractors adhere to technical impositions in respect of height, distance between premises, volume of single buildings and care and maintenance of green zones.

Development plans for the area called for utilization of the buildings started prior to the war and this is a phase which has been completed. The first to be repaired and brought into use was the

(1) See: *The Growth of Population in Rome* - « Italian Affairs », Vol. IV, No. 4, pp. 839-842.

(2) See also: *Garden City of Modern Rome* - « Italian Affairs », Vol. IV, No. 5, pp. 921-924.

Palazzo degli Uffici, taken over in 1952 by the E.U.R. Committee. Owing to the vastness of this building, premises have also been made available to the Head Office of the Civil Aviation Department and, successively, to other sections of the Air Force. The *Palazzo dell'Urbanistica* has been leased to the Rome Council which has installed its Office of Town Planning and Department of Building Inspection. Suitable modifications have also been made to other sections of this building and an elementary and secondary school opened, but the number of pupils wishing to attend has been so great that plans are being made to include further parts in this undertaking.

The four *Palazzi della Piazza Italia* include *Museo delle Tradizioni Popolari* (The Museum of Popular Traditions), *La Giunta degli Studi Storici* (The Junta of Historical Research) and the *Archivio delle Pubblicazioni dello Stato* (Public Records Office), although the major part of these imposing buildings have been taken over by the Swiss-American group «Permindex» which is to install a World Trade Centre. This «Centre» will house a permanent exposition of artisan products from all parts of the world. That part of the building overlooking *Via della Civiltà Italiana* already houses a number of smart shops, restaurants, a bar and a chemist.

The massive *Palazzo dell'INA* is today occupied by the various departments of the Southern Italy Development Fund, while the *Palazzo delle Corporazioni* is used by the State Central Records Office and the Italian Air Force. The *Museo della Civiltà Romana*, much frequented by tourists, is also to be found in the same building. The *Palazzo della Civiltà Italiana* has been ceded to the Association of the Knights of Labour which has installed its own «Labour Temple», a non-political organ.

Among the monumental buildings started prior to the war is the *Palazzo dei Ricevimenti e Congressi*, eventually completed on May 4, 1954. It has housed many important congresses and conferences, among them the World Congress on Radiology, innumerable medical congresses, the World Petroleum Congress, the World Congress of Historical Sciences, congresses on diet and food, the World Congress of Hotel Managers and the World Congress on Accident Prevention. It is worth noting that Professor And, Chairman of the International Union of Cities, applied the term «Congress Centre of the future» to this imposing structure, while the Zurich magazine «Die Reise» referred to it as a «new wonder of Rome».

Many other buildings have also been brought into use as offices, housing such departments as the «Scientific Branch» of the Police,

and a local Police Station. The Carabinieri are to transfer one of their commands to E.U.R. in the near future.

Of the buildings which have been constructed after the war, the most important is probably that which now houses the « Ministry of Foreign Trade » which has been at the Rome Exposition Grounds for over a year. Work has almost been completed on the new « Ministry of Finance » which will centralize the many offices now spread all over Rome. Technical planning is under way for new offices for the « Ministry of the Treasury », the « Ministry of Labour », the « Ministry for the Mercantile Marine », the « Ministry of Public Health » and several offices of the « Ministry of Public Instruction ».

Development of this administrative zone has been rapid, but equal attention has been paid to the completion of those buildings which will be used for sports activities, particularly in view of the forthcoming Olympic Games in 1960. The Italian Sports Association has been responsible for the advanced stage of work on the huge *Palazzo dello Sport*, the « Cycle Track » and « Swimming Pool » and the E.U.R. Committee has taken care to see that these have been built on some of the most attractive lots in the area.

The Church of St. Peter and St. Paul rises in a prominent position. It has been open to the cult for some years. The *Ospedale di Sant'Eugenio*, extremely modern and run by the Pious Institute of the Holy Spirit, was opened but a short time ago.

Under the planning approved for the E.U.R. zone, numerous residential buildings have been completed, together with hotels, shops and restaurants. The population already exceeds several tens of thousands, but the figure will never be very large because much of the land is still to be used for public offices and private companies and the urban authorities are concentrating on the creation of a « garden city » in which the buildings will be a considerable distance from one another and surrounded by a green belt. This will distinguish it from many of the suburbs which have grown up in Rome proper. In any case, it is certain that the E.U.R. zone will become the hinge for expansion of Italy's capital towards the sea.

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Development in Civil Aviation

AIRPORT FACILITIES

The reorganization of the Italian airport system, planned by the Undersecretary for Civil Aviation, includes the building of three large international air terminals and 19 others of various dimensions but all capable of handling aircraft now in current service. Category «A» air terminals, such as Rome-Fiumicino, Milan-Malpensa and Palermo-Punta Raisi, will be so planned that they can handle arrival and departure of multi-engined jet aircraft now coming into operation. Airfields for air taxi services (one is already in use at Naples and another will shortly be opened at Milan) will be so constructed that they will be able to serve all the more important local cities, tourist centres and industrial areas.

Table I – ITALIAN AIRPORTS. PLAN FOR NETWORK

INTERNATIONAL AIRPORTS	TRANS-CONTINENTAL AIRPORTS	INTERNAL AIRPORTS
Rome-Fiumicino.....	Rome-Ciampino and Fiumicino	Naples-Capodichino (a)
Milan-Malpensa	Milan-Linate and Malpensa	Bari-Palese
Palermo-Punta Raisi	Turin-Caselle (a)	Brindisi
	Venice-Barese di Tessera	Agrigento
	Genoa	Messina
	Pisa	Trapani-Milo
	Villanova d'Albenga (Savona)	Cagliari-Elmas
	Catania-Fontana Rossa	Alghero Fertilia
	Florence (project under study)	Treviso No. 1
	Forlì	Ronchi dei Legionari (for Trieste-Gorizia and Udine)
TYPE OF AIRCRAFT		
Jet, turbo-jet, Boeing 707, DC-8 and similar, plus all types of piston aircraft.	All types of piston aircraft currently in use	

(a) Airports with 3,000 metre runways for use of jet aircraft.
(b) Agrigento and Messina are to be built by the Sicilian Region.

The year 1958 witnessed the first jet services to the United States, with turbo-jet and jet aircraft designed in America. The first of such kind of airliners to appear was the «Fairchild F-27», followed by the

« Boeing 707 » and the « Lockheed Electra ». The Douglas DC-8 has just come into operation, only slightly later than the « Convair 880 ». Another participant in last year's parade was the British « Viscount II ».

If financial plans permit, the « Britannia » will be added to the aircraft used on internal flights. This will be the second British design adopted for such services and there is hope that it will be possible to purchase the « Comet IV » which recently completed trials at Hatfield. The use of jet aircraft will mean a considerable reduction in flying time and new traffic possibilities will be opened immediately. At the present moment, air transport is passing through a phase unknown to its earlier history, but there is also the factor of considerable financial investment. Airline operators are likely to be faced with the most intense period they have ever known, particularly in relation to airport operation and traffic control.

Civil aviation is preparing itself for this new era, introducing new equipment and modifying existing installations, but it is unlikely that it will be able to solve all the problems unaided. Government intervention in this sector is likely to have a much greater value than all the efforts made by industry or other related activities.

Government guidance has generally been very tardy and it is because of this that energetic plans for new legislation are already being laid. A Government department, enjoying a certain independence and able to concentrate solely on civil aviation, is deemed the best means of guaranteeing it a proper expansion and the possibility of fulfilling the many important functions which it will be called upon to undertake.

Much of the future of the Italian tourist industry will, in fact, depend on the expansion of air services and the facilities offered the public. Visitors to this country will wish to be assured that internal services to resorts and cities are as efficient as those they use to come here.

During the course of discussions on the budget for the Ministry of Defence, Minister Segni officially announced that the Italian Government intended to solve the basic problems of civil aviation through the creation of an independent, administrative department. To this end, the Office of Legislation of the Ministry of Defence approached the interested Government departments for the purpose of drafting the necessary legislation.

This legislation was drawn up by Senator Caron, Undersecretary of State for Civil Aviation, after technical discussions with a restricted committee composed of three officials of the Italian Air Force and three technical experts extraneous to the Civil Service.

It was presented to the then Prime Minister, Senator Adone Zoli, on February 7, 1958, by the Minister of Defence, Taviani, and Under-

secretary Caron. Following the formation of a new Cabinet under Amintore Fanfani, the Bill was again proposed by Antonio Segni, now Minister of Defence (see following pages 2447-2448).

The "Alitalia" Airline Company

In 1957, the Institute for Industrial Reconstruction (IRI), in agreement with the competent Government departments, began its programme for the merging of all national air lines and the building up of the Italian air terminal network to meet the requirements of world traffic.

The Italian air transport system dates back to 1926 when the *Società Italiana Servizi Aerei* of Trieste began operations, to be followed shortly by the *Aero Espresso Italiana* of Brindisi, the *Società Anonima di Navigazione Aerea* of Genoa, the *Avio-Linee Italiane* of Turin and the *Società Aerea Mediterranea* of Rome. With the exception of the *Avio-Linee Italiane*, which remained closely connected with FIAT, all these companies were later merged into *Ala Littoria*. The *Linee Aeree Trascontinentali Italiani* (L.A.T.I.), with services to South America, was formed later. With the beginning of the second World War, the whole organization, equipment and crews were mobilized under the *Comando Trasporti Aerei Speciali* (Special Air Transport Command) and civil aviation was reduced to purely marginal activity. After the armistice, in September 1943, the three companies — *Ala Littoria*, L.A.T.I. and *Avio-Linee Italiane* — although nominally still in existence, found most of their equipment destroyed. The small amount which still remained was under military control. Further, the clauses of the armistice prohibited Italy from operating civil airlines and the Government was forced to institute «military air couriers». Such services were carried out by the Italian Air Force for the exclusive use of Government departments and it was only later that private persons were accepted.

Finally, in 1946, following a bilateral agreement between the Italian Government, the Trans-World Airlines and the British Overseas Airways Corporation, two new companies were formed, *Linee Aeree Italiane* (L.A.I.) and *Aereolinee Italiane Internazionali* (Alitalia). Capital for the new companies was partially furnished by the Italian Government, 40 % by the British and American corporations and 20 % by private investment.

Recovery was undoubtedly difficult, not only for Italy but also for the greater part of the European companies. Operations, air traffic control and navigational systems had changed considerably, particularly with the arrival of the Americans who had been forced to solve

gigantic military air problems during the war, when thousands of aircraft were constantly in use all the world and in every form of weather condition.

However, all these difficulties were willingly faced by executives, crews and technicians. At the same time, minor companies (S.I.S.A. - Transadriatica - Airone - Teseo), in order to face growing difficulties, merged with the strongest among them to form the *Ali - Flotte Riunite* which, for political, financial, operational and technical reasons, lasted but a short time. Equipment, aircraft, a large part of the personnel and the concessions held by this company were taken over by *Linee Aeree Italiane* (L.A.I.). Since the only other survivor, L.A.T.I., which operated transatlantic services between Italy and Venezuela immediately after the war, had been incorporated in *Alitalia*, only two national airline companies remained on the scene: L.A.I. and *Alitalia*.

While such mergers and modifications were going on, political and economic conditions were improving so that it became possible, through an increase in Italian financial participation, to reduce foreign interests in both companies to 30 %. Internal operation, too, took on a marked Italian style. The two companies then found that they were faced with strong and effective foreign competition and realized that this was a task which they would have to solve together.

A glance at the map will show the importance of Italy in relation to world air traffic. The situation, as it stood at the time, did not permit independent action and only a concerted move would enable them to both survive crushing foreign competition. On the other hand, any form of merger would have come up against the diverse financial situation of the two companies. *Alitalia* was mostly in the hands of the State (through the Institute for Industrial Reconstruction) but the shares of *Linee Aeree Italiane* were mostly held by T.W.A. and private investors. In 1957, IRI was able to buy a package of shares held by private investors in *Linee Aeree Italiane* and, in this way, managed to become the majority holder even in this company. At this point, the merger was possible and, indeed, came about in November 1957. *Linee Aeree Italiane* was voluntarily wound-up, it being agreed that a single corporation would be easier to operate.

The air fleet, installations and personnel of L.A.I. were incorporated in *Alitalia* which, following the merger, changed its name from *Aereo-Linee Italiane Internazionali* to *Alitalia-Linee Aeree Italiane*. The initial capital of 4.5 milliard lire was raised to 10 milliard lire.

Italian civil aviation today is on a level with that of all the leading European countries in relation to modern equipment, technical installations, preparation of personnel, punctuality and operation. In

many respects it does not fall behind the best of the North American corporations even though, because of a small network and installations and equipment, *Alitalia* is classified as sixth in the European category. Naturally, the merger of the two original companies has led to opportune modifications and changes, both as regards personnel and technical operation and the services offered. Further, in view of the great task which the company has to face, it has also been necessary to carry out a general reorganization in all offices and departments.

Table II - «ALITALIA» AIR FLEET

AIRCRAFT TYPE	At October 31, 1957			at 31/12/57	at 31/7/58
	Alitalia	LAI	Total		
DC-3	—	12	12	12	12
Convair-Metropolitan	6	—	6	6	6
Viscount 785	—	6	6	6	10
DC-6	—	3	3	3	3
DC-6B	6	2	8	8	8
DC-7C	1	—	1	2	6
DC-8	—	—	—	—	—
<i>Total ...</i>	13	23	36	37	45

Operations during 1957 resulted as shown in Table III and a glance will show that the situation is much more favourable than in previous years in all senses.

Table III - «ALITALIA»: OPERATIONS IN 1957
AND COMPARISON WITH 1956 (a)

		1956	1957	Increase
Distance flown (kilometres)	No.	8,127,286	12,527,310	+ 54.1
Hours of Flight	No.	22,128	33,501	+ 51.4
Paying passengers	No.	116,394	221,271	+ 90.1
Paying passengers	pass/km.	217,077,169	360,868,261	+ 66.2
Seats (km. available)	No.	397,384,794	635,321,460	+ 59.9
Freight	kgs.	185,144	346,781	+ 87.3
Freight	tons/km.	429,270	682,270	+ 58.9
Paid post	kgs.	396,125	875,320	+ 121.0
Paid post	tons/km.	1,278,547	2,197,410	+ 71.9
Newspapers & freight	kgs.	1,302,616	2,543,040	+ 95.2
Newspapers & freight	tons/km.	2,455,073	4,343,290	+ 76.9
Total tons/kms.		25,542,164	40,712,120	+ 59.4
Tons/kms. available on routes		45,917,954	71,295,108	+ 55.2
Tons/kms. available including private hire...		46,148,859	71,702,004	+ 55.4
Development of network at 31-12-1957	kms.	48,630	76,705	+ 57.7
Coefficient of seats used		54.6	56.8	+ 4.0
Coefficient of total use		55.6	57.1	+ 2.7

(a) Data excludes private hire unless otherwise stated.

Following a period of reorganization after the merger, *Alitalia* set about extending its network and services along many of the routes were increased, while aircraft with pressurised cabins and greater passenger capacity were introduced where airport conditions allowed.

The company's overseas services cover the Atlantic route to North, Central and South America, North, East and South Africa, the Middle East, and all the European countries (Portugal, Spain, France, Ireland, Great Britain, Belgium, West Germany, Switzerland, Austria and Greece).

Internal services are served by the four-engined DC-7C and DC-6B and the Viscount and Metropolitan. This excludes two passenger freight lines between Rome-Cagliari and Rome-Milan and those which use airports at Palermo, Trapani, Pantelleria, Comiso, Florence, Lido di Venezia and Gorizia.

Alitalia operates over the following international routes:

North America – 10 flights per week to and from New York with DC-7C « Settemari », leaving Rome and Naples with intermediate stops at Milan, Paris, Shannon and Boston;

Central America – 2 flights per week leaving Rome with intermediate stops at Milan, Lisbon, Salt Cay Island, Caracas;

South America – 2 flights per week from Rome to Buenos Ayres, the first via Milan, Lisbon, Rio de Janeiro, Sao Paulo, Montevideo, the second via Milan, Lisbon, Rio de Janeiro, Sao Paulo;

Africa – 6 flights per week between Rome and Tunis with stops at Palermo (3 per week), Trapani (1 per week), Cagliari (1 per week); 7 flights per week to Tripoli, leaving Rome with stops at Catania (2 per week) and twice weekly connections for Benghazi; one flight between Rome and Nairobi with stops at Khartoum, Aden and Mogadishu; two flights between Rome and Johannesburg, via Athens, Khartoum, Nairobi and via Athens, Khartoum, Nairobi and Salisbury;

Middle East – 3 flights per week between Rome and Tel-Aviv; 3 flights per week between Rome and Teheran with intermediate stops at Athens and Beirut or Beirut and Baghdad or Beirut and Damascus; one flight per week between Rome and Baghdad via Athens and Beirut;

Europe – 31 flights per week to France (3 Rome-Turin-Paris, 7 Rome-Paris, 7 Milan-Paris, 6 Rome-Milan-Paris, 1 Rome-Paris, with connection for New York, 7 Rome-Milan-Nice); 24 weekly flights to Great Britain (9 Rome-London of which 7 via Paris, 4 Venice-London, 11 Milan-London); 6 flights Rome-Brussels, of which 2 via Milan;

14 flights per week between Rome and Zurich, of which 7 with stops at Milan and 3 via Geneva; 14 weekly flights to Western Germany, 1 Rome-Milan-Frankfurt-Dusseldorf, 3 Rome-Milan-Frankfurt, 4 Rome-Venice-Munich, 3 Rome-Milan-Munich; 7 flights per week to Vienna (3 via Milan-Munich and 4 via Venice-Munich); 4 weekly flights from Rome to Athens; 2 flights per week to Malta, via Catania; 10 weekly flights to Spain (7 Rome-Barcelona, via Milan-Nice, 2 Rome-Madrid and 1 Rome-Madrid via Milan with connections for Central and South America).

Internal air routes are as follows: 145 flights per week from Rome, divided as under:

10 flights Rome-Turin, 3 of which for overseas destinations; 47 Rome-Milan (40 international); 7 Rome-Florence-Venice; 7 Rome-Venice-Trieste; 4 Rome-Venice (4 international); 21 Rome-Palermo (3 international); 7 Rome-Reggio Calabria-Palermo; 14 Rome-Naples; 7 Rome-Catania (4 international); 14 Rome-Cagliari (1 international); 7 Rome-Alghero; 23 weekly flights from *Naples* (9 Naples-Milan) of which two via Rome, all international; 14 Naples-Palermo; 14 weekly services from *Turin* for Venice, via Milan; 13 weekly flights from *Milan* (6 Milan-Pisa-Alghero-Cagliari, 7 Milan-Rome-Bari-Brindisi); 19 weekly flights from *Palermo* (14 Palermo-Catania, 5 Palermo-Trapani, of which 4 for Pantelleria (1 international).

Bill for the creation of a Government Civil Aviation Department

The Bill, mentioned on the preceding page 2443, contains the following clauses:

Art. 1. - A High Commissioner's Office for Civil Aviation shall be created and attached to the Presidency of the Council of Ministers. It shall be considered an organ of the State Administration and shall exercise all the functions and duties of the State in matters concerning Civil Aviation.

Art. 2. - A High Commissioner for Civil Aviation shall be nominated under a decree issued by the President of the Republic, upon proposal by the Prime Minister. The High Commissioner shall attend Cabinet meetings when discussions are raised over the budget for his Department or whenever the Cabinet shall discuss questions pertaining to Civil Aviation.

Art. 3. - The High Commissioner's Office for Civil Aviation shall be responsible for all powers so far exercised by the Ministry of Defence over questions of Civil Aviation. The Department of Civil Aviation and Air Traffic shall be transferred from the Ministry of Defence to the High Commissioner's Office for Civil Aviation. A Director General of this department shall be appointed under a decree approved by the President of the Republic, after consent by the Cabinet and proposal by the High Commissioner for Civil Aviation.

Item « H » of the Royal Decree of August 29, 1942, No. 1318 shall be abolished. The Italian Aeronautical Register shall come under the supervision of the High

Commissioner for Civil Aviation. The High Commissioner for Civil Aviation, in agreement with the Ministry of Defence, shall supervise the activities of the *Aero Club d'Italia*.

Art. 4. - The High Commissioner shall be assisted by a Senior Council for Civil Aviation which shall have consultative powers. Within six months from the date of the coming into force of this present law, the Government shall be authorized to issue regulations concerning the organization and administration of the High Commissioner's Office for Civil Aviation and for the institution of a system of competitive entry for the minimum personnel required. Initial recruiting of personnel shall be through transfer of staff from the Ministry of Defence - Air Branch and other State departments.

Art. 5. - Until such time as the conditions set out in the previous article shall be introduced at the High Commissioner's Office for Civil Aviation, executive positions shall be filled by Civil Servants and temporary staff, whether military or civil, belonging to the Ministry of Defence - Air Branch, under a decree approved by the Prime Minister, in agreement with the High Commissioner for Civil Aviation and the Minister of the Treasury. Civil Servants and temporary staff in other Government departments may be transferred for executive positions upon agreement with the departments concerned. Persons extraneous to the Civil Service, if they hold technical qualifications, may also be authorized temporary positions at a salary scale which shall be agreed upon and approved under a decree of the Prime Minister after consultation with the High Commissioner for Civil Aviation and the Minister of the Treasury.

Art. 6. - Funds necessary to the correct functioning of the High Commissioner's Office for Civil Aviation, up to approval of the first budget, shall be provided by the Ministry of Defence from allocations received for the Department of Civil Aviation and Air Traffic and other services transferred to the High Commissioner's Office. Further expenditure of a general character shall be covered by a special reserve fund. The Ministry of the Treasury is authorized to issue its own decrees relative to variations in the budget.

Art. 7. - Budget estimates and a report on the functioning of the High Commissioner's Office for Civil Aviation shall be presented to Parliament together with a financial statement issued by the Ministry of the Treasury.

Art. 8. - Within three years from the date on which this law comes into effect, the Ministry of Defence - Air Branch and the High Commissioner's Office for Civil Aviation shall draw up an agreement on the following:

a) definition of the premises and installations which shall be used exclusively for air traffic purposes and their transfer to the High Commissioner's Office for Civil Aviation;

b) definition of premises and services commonly used by the Italian Air Force and Civil Aviation and regulations for their use.

The successive introduction and execution of the above clauses shall be entrusted to a Permanent Committee to be composed of not less than six, and not more than ten, members proposed respectively by the Ministry of Defence and the High Commissioner's Office for Civil Aviation and appointed by the Prime Minister. The Committee shall be presided over by the Minister of Defence.

THE ITALIAN THEATRE OFFICE

OBJECTIVES, PROGRAMME AND RESULTS OBTAINED

The Italian Theatre Office (1), created in March 1942, under Law No. 365 of the same year, has well defined objectives which arise from the need to halt the progressive decline of the theatre in the provinces, and prevent concentration of large companies in the main cities of Italy for a limited season. Little by little, many of the provincial centres changed a natural affection for the theatre and, as the public gradually lost the habit, the prose theatre, which had contributed so much towards spreading art and culture throughout the country, retreated further and further into the background. Yet another negative factor, arising from the permanence of large prose companies in the main cities, was the decay — or conversion into motion picture theatres — of many municipal theatres, among them several of considerable architectural and decorative value dating back to the XVII, XVIII and XIX centuries (2). Faced with a situation which threatened the future so heavily, the State was forced to intervene and so founded the Italian Theatre Office, an organization which has no commercial ambitions and which, from the juridical viewpoint, is a public body under the control and care of the Presidency of the Council of Ministers — Entertainments Department.

The main objectives of the Office may be reduced to the following two points:

a) construction, purchase, restoration and management of places for public entertainment (chiefly theatres);

b) organization and management, as well as co-production, of single plays, or series of plays, by companies under its control.

(1) Ente Teatrale Italiano — E. T. I.

(2) See also : *The Theatre in 1955* — « Italian Affairs », Vol. IV, No. 4, pp. 1833-1836.

After the enforced interval of the war, ETI returned to its normal activities, gradually developing, as the damage caused by hostilities was repaired and the theatres were restored to their former splendour. Thus, in December 1948, the *Teatro della Pergola* of Florence, opportunely restored, re-opened to the public. In the summer of 1953, the authorities of many cities asked ETI to manage their various theatres, including the *Unione Theatre* of Viterbo, the *Bonci* of Cesana, the *Municipale* of Piacenza, the *Alighieri* of Ravenna, the *Fraschini* of Pavia and many others. To these were added the *Valle* and *Quirino* of Rome, the *Verdi* of Pisa, the *Giglio* of Lucca, the *Morlacchi* of Perugia, the *Nuovo* of Spoleto and the *Verdi* of Salerno. With this small group of theatres, the Office gradually extended its activities until it finally had a complete circuit under its control, which could be used

Table I — THE ITALIAN THEATRE OFFICE. ACTIVITIES DURING THE 1955-56 AND 1956-57 SEASONS

CATEGORY	Theatres		Companies (a)		Performances		Box Office Receipts			
							Total		Average	
	1955-56	1956-57	1955-56	1956-57	1955-56	1956-57	1955-56	1956-57	1955-56	1956-57
Prose.....	13	18	26	25	708	715	254,317,828	271,054,315	359,206	379,097
Reviews.....	10	12	8	5	74	134	55,865,020	118,204,089	754,933	882,120
Opera.....	2	5	7	12	16	45	10,222,310	36,456,831	638,894	810,152
Ballets.....	1	11	2	3	6	33	1,597,200	9,417,918	266,200	285,391
Concerts (b).....	—	11	6	4	6	20	—	6,723,212	—	336,161
Operetta.....	4	3	2	1	31	20	7,592,770	3,440,700	244,928	172,035
Total...	14	18	51	50	841	967	329,595,128	445,306,065	391,909	460,503

(a) In the case of Opera, refers to the number performed. — (b) Includes musical entertainment in general. The number of theatres and amount of box office receipts have not been officially published.

by all dramatic companies. As statistics show, enterprise varied, for ETI has forced itself to meet the varied demands of the public, traditionally tied to certain forms of entertainment, such as opera and operetta (1).

The number of theatres managed by the Office during the past season totalled eighteen, divided among six regions as follows: 1 in Lombardy (the « *Fraschini* » of Pavia), five in Emilia-Romagna (the « *Regio* » of Parma, the « *Municipale* » of Piacenza, the « *Ariosto* » of Reggio, the « *Alighieri* » of Ravenna, the « *Bonci* » of Cesena), five in

(1) See also: *Entertainments in 1956* — « Italian Affairs », Vol. VII, No. 2, pp. 2149-2160.

THEATRE	Prose			Opera			Opere			Review			Ballets			Concerts		
	Companies	Performances	Tickets sold	Receipts (000's lire)	Companies	Performances	Tickets sold	Receipts (000's lire)	Companies	Performances	Tickets sold	Receipts (000's lire)	Companies	Performances	Tickets sold	Receipts (000's lire)	Companies	Performances
Bonci - Cesena	14	25	9,320	8,463	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Truano - Civitavecchia	4	4	1,438	1,030	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Della Pergola - Florence	20	137	77,102	65,070	112	5,359	5,443	—	—	—	—	—	—	—	—	—	—	—
Del Giglio - Lucca	14	21	5,859	4,105	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guglielmi - Massa	7	7	3,582	3,139	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regio - Parma	15	30	15,064	13,558	115	13,807	20,453	—	—	—	—	—	—	—	—	—	—	—
Fraschini - Pavia	11	19	5,997	4,270	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Morlacchi - Perugia	13	21	7,628	5,543	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Municipale - Piacenza	11	21	7,518	5,486	112	7,763	6,848	—	—	—	—	—	—	—	—	—	—	—
Verdi - Pisa	14	24	10,766	9,372	14	3,185	3,140	15	1,306	—	—	—	—	—	—	—	—	—
Alighieri - Ravenna	11	17	6,550	5,501	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ariosto - Reggio Emilia	7	10	5,884	4,021	12	936	567	—	—	—	—	—	—	—	—	—	—	—
Quirino - Rome	6	232	112,442	110,537	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Valle - Rome	8	124	25,127	24,517	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Verdi - Salerno	7	10	3,535	3,096	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dei Rinnovati - Siena	4	6	2,194	1,668	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nuovo - Spoleto	5	5	1,163	1,083	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unione - Viterbo	2	2	540	495	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Tuscany) « *Della Pergola* » of Florence, the « *Verdi* » of Pisa, the « *Del Giglio* » of Lucca, the « *Dei Rinnovati* » of Siena and the « *Guglielmi* » of Massa), two in Umbria (the « *Morlacchi* » of Perugia and the « *Nuovo* » of Spoleto), four in Latium (the « *Valle* » and « *Quirino* » of Rome, the « *Unione* » of Viterbo and the « *Traiano* » of Civitavecchia) and one in Campania (the « *Verdi* » of Salerno).

The *prose theatre* heads the list for the 1956-57 season, with 715 performances throughout the ETI circuit, followed by *reviews* (134 performances), *opera* (45 performances), *ballets* (30 performances), *opéra-étta*, *orchestral concerts* and *band performances* (20 each).

There has been a marked increase in box office receipts which reached over 445 million lire (1). The average receipts for each performance have also risen, increasing from Lire 391,909 to Lire 460,503. The activities of the theatres under the control of the ETI are also branching out to meet the preferences of a large number of spectators (over half a million). A bold experiment has been tried out over the past few years, and conventions and debates have been promoted on the question of theatrical entertainment. The success these have obtained point to their usefulness and the interest of the public in the theatre in general. The conferences themselves were arranged to coincide with various festivals, most of them organized by the « Friends of the Theatre » Association, which is directly concerned with promoting interest in theatrical entertainment, particularly the *prose theatre*.

The fortunate results of the past season, included in Table II, are a measure of the value of the Italian Theatre Office. With its own circuit operating in the principal cities and the provincial towns, this government department is able to offer prose companies a sure and warm reception. Undoubtedly, the re-awakening of public interest in the theatre and the growth of this form of entertainment registered in those cities in which the Office is operating, is due the untiring efforts of the ETI and its ability to present a classical and accomplished theatre.

(1) See also: *Expenditure in Entertainments in 1954* - « Italian Affairs », Vol. V, No. 4, pp. 1361-1364.

Entertainment in 1957

THE SITUATION IN VARIOUS BRANCHES OF PUBLIC ENTERTAINMENT

The year 1957 proved to be full of difficulties for the Italian theatre, cinema, and other forms of public entertainment. Signs of impending trouble for the theatre and motion picture industry were already evident in 1956 and the following year brought a contraction, both in total and percentage figures, which showed that public attendance had dropped. However, if more recent types of entertainment are included in the overall picture, it will be seen that the increase in the rhythm of spending is more or less parallel to that relating to other forms of private, consumer expenditure. Although the year in question, 1957, ended the expansion of certain forms of entertainment, it also showed an increase in expenditure on other forms, particularly television, gramophone records, recording machines and the juke-box. Further, the speedy development of the juke-box and slot machines also led to strong alterations in public expenditure.

During 1957, the Italian population spent a total of 175.8 milliard lire on entertainment of all kinds including radio subscriptions. This total, gross figure is divided as follows: motion pictures - 112.8 milliard (64.2%); radio-television subscriptions - 29.1 milliard (16.5%); other forms of entertainment - 15.3 milliard (8.7%); sport - 10.1 milliard (5.8%); theatre - 8.5 milliard (4.8%). The total increase over 1956 is equal to 2.4%, proportionally higher than that registered for the two previous years (1.8%). On the other hand, although certain forms of entertainment - sport, radio and various - showed increased popularity, others, such as the motion picture and the theatre, continued or began to decline.

If compared to the year 1950, which may be considered as the starting point for the current economic situation, the differences in expenditure disappear and all types of entertainment show increases, many of them considerable ones: theatre - 16.8%; sport - 68.6%; motion pictures - 77.9%; various - 86.3%; radio and television - 280.9%.

Overall expenditure, increasing from 92.5 to 175.8 milliard lire, shows a rise of 90% (Refer Table 1).

Table 1 — PUBLIC EXPENDITURE ON ENTERTAINMENT, 1950-1957
(in million lire)

Y E A R	Theatre	Cinema	Sport	Various	Radio-TV (a)	Total (a)
1950	7,252.1	63,404.2	6,009 -	8,211.3	7,641.1	92,517.7
1951	7,585.6	73,203.4	6,592 -	8,711.8	8,974.4	105,067.2
1952	8,554.2	83,672.2	6,693.1	9,754.7	10,306.4	118,980.6
1953	9,220.2	94,501.7	7,462.6	10,636 -	11,708.1	133,528.6
1954	9,376.9	105,172.2	7,911 -	11,699.6	14,113.6	148,273.3
1955	9,129.3	116,690.7	8,997.1	12,815.5	20,952.2	168,584.8
1956	8,814.8	116,021.2	9,099.8	13,694.5	23,996.4	171,626.7
1957	8,468.7	112,780.8	10,130.5	15,299.1	29,105.1	175,784.2
(Index: 1950 = 100)						
1950	100 -	100 -	100 -	100 -	100 -	100 -
1951	104.6	115.5	109.7	106.1	117.4	113.6
1952	118 -	132 -	111.4	118.8	134.9	128.6
1953	127.1	149 -	124.2	129.5	153.2	144.3
1954	129.3	165.9	131.7	142.5	184.7	160.3
1955	125.9	184 -	149.7	156.1	214.2	182.2
1956	121.5	183 -	151.4	166.8	314 -	185.5
1957	116.3	177.9	168.6	186.3	380.9	190 -

(a) Excluding special licenses.

When considered according to geographical division, expenditure on entertainment during 1957 shows sharp differences although still in proportion to the local population.

Table II — ENTERTAINMENT (a). EXPENDITURE PER GEOGRAPHICAL
DIVISION 1957
(in lire)

GEOGRAPHICAL DIVISION	Provincial Capitals	Remainder of provinces	Total for provinces
Northern Italy	58,579,834,528	37,955,967,650	96,535,802,178
Central Italy	27,065,459,497	12,423,726,847	39,489,186,344
Southern Italy	13,138,365,312	11,873,722,246	25,012,087,558
Insular Italy	8,556,761,821	6,190,334,727	14,747,096,548
ITALY ...	107,340,421,158	68,443,751,470	175,784,172,628

(a) Theatre, motion pictures, various and, for first time, radio and television.

Although information relative to 1957 (because of the inclusion of expenditure on radio-TV licenses) cannot be directly compared to 1956, it may be noted that expenditure on entertainment is proportionally more marked in those areas in which modifications have been made to the economic and social structure. This becomes even more evident if it remembered that where consumption is less, the sacrifice, in relation to income, is generally much higher. Examining

expenditure per person in relation to individual income, it will be found that such expenditure in northern Italy represents 1.19% of income, 1.41% in southern Italy, 1.51% in central Italy, and 1.54% in insular Italy. The evolution which is apparent in the poorest zones has been much more marked over the past ten years than that of the richer areas. In other words, the desire of the least fortunate to participate in some form of entertainment is so strong, that they are prepared to suffer economic sacrifices proportionally much greater than those borne by higher income brackets for the same type of entertainment.

Oscillations in individual expenditure are very strong if examination is made of figures relative to the principal cities of Italy. In fact, figures drop from a maximum of 12,390.2 lire per person for Milan, to a minimum of 2,306.3 lire for communes of less than 100,000 inhabitants, among whom the minimum point is 575.2 lire a year per head. The difference is great because the pro capita expenditure in Milan is even far above that of other cities like Rome, Turin and Genoa with averages of approximately 8,500 lire per head.

Table III – ENTERTAINMENT (a). PUBLIC EXPENDITURE
AND PRO CAPITA EXPENDITURE IN CHIEF CITIES
(in lire)

COMMUNE	Public Expenditure	Pro capita	COMMUNE	Public Expenditure	Pro capita
Rome	16,190,738,439	8,850.3	<i>From 200,001 to 500,000 inhabitants</i>	<i>17,487,680,997</i>	<i>7,651.3</i>
Milan	16,793,754,349	12,390.2	<i>From 100,001 to 200,000 inhabitants</i>	<i>13,694,232,633</i>	<i>6,467.9</i>
Naples	5,834,727,429	5,320-	<i>Remaining communes ...</i>	<i>89,329,861,658</i>	<i>2,306.3</i>
Turin	7,530,809,172	8,826.8	<i>ITALY ...</i>	<i>175,784,172,628</i>	<i>3,547.2</i>
Genoa	6,185,606,517	8,508.3			
Palermo	2,736,761,434	4,909.3			
<i>Communes with over 500,000 inhabitants ...</i>	<i>55,272,397,340</i>	<i>8,610.4</i>			
Florence	4,538,985,803	11,238.2			
Bologna	3,922,399,889	10,120.4			
Catania	1,843,861,694	5,466.8			
Venice	2,317,199,716	6,955.1			
Bari	1,681,351,984	5,605.9			
Trieste	2,109,863,289	7,389.3			
Messina	1,074,018,622	4,508.7			

(a) Theatre, motion pictures, various and, for the first time, radio and television.

The Theatre

The theatre remained more or less stationary in 1957 in relation to previous years. Final figures show that there were 55,484 performances (a drop of 5.7% over 1956), the number of tickets sold equalled 13.7 million (- 7.3%), public expenditure reached 8.5 million lire (- 3.9%), while average admission prices were 618.4 lire (an increase of 3.6% over 1956). Expenditure on the primary theatre dropped from 6.5 milliard lire in 1956 to 6.3 milliard lire in 1957, while for

other theatrical entertainment it decreased from 2.3 milliard in 1956 to 2.1 milliard in 1957, a variation of - 6.7%.

† Of all the various forms of theatrical entertainment, dialect plays showed favourable development. Performances totalled 1,409, almost the maximum post-war level, while the number of admission tickets sold rose by 38.9% over 1956. Box office receipts were approximately 400 million lire, an increase of 58.5%. It is interesting to note that these dialect plays obtained their greatest success in Campania which heads the regional figures for tickets sold and box office receipts.

Examining distribution according to the nationality of the playwright, it will be seen that Italian authors accounted for 46.3% of the performances offered to the public, 44% of the total spectators and 40% of the box office receipts. American and French productions represent 11% and 23.7% of the total performances, while other nations have only very minor figures.

Motion pictures

Figures for this form of entertainment show a drop in public expenditure of over 3 milliard lire between 1956 and 1957 (from 116 to 112.8 milliard - a variation of 2.8%), and a decrease in the number of admission tickets sold (from 790.2 million to 758.4 million, equal to 4%). During 1957, the Italian motion picture industry continued its fight against current economic difficulties and it is important to note that the Italian market still retains a privileged position in Europe, its chief competitor being Germany. The Italian industry has been able to take advantage of popular demand, not only in relation to the type of motion picture but also to that much vaster sector which is known as « expenditure on luxury goods and entertainment ». Again, the industry has gained great prestige through its outstanding technical equipment and cinemas and Italian circuits are among the most modern and efficient in Europe.

Production showed a little progress in 1957. 129 motion pictures were completed against 105 in 1956. In 1949, Italian produced motion pictures approved for distribution totalled 76. By 1950, this figure had increased to 104, in 1951 to 107, in 1952 to 148, in 1953 to 163, and 201 in 1954. It may be said that this rate of progress and development was too fast for the industry, and during the following two years production dropped (133 in 1955 and 105 in 1956). There are signs of improvement, even in relation to box office receipts for locally produced motion pictures. In 1957, these totalled 30% of the overall figures against 28.4% in 1956. Of the 112.2 milliard lire spent by the Italian public in 1957, 78.6% refers to imported foreign films and 33.6% to local product. This is an evident sign that the average

takings for an Italian motion picture are higher than the average receipts for imported films and also that national production is showing signs of a gradually return to normal.

Radio and Television

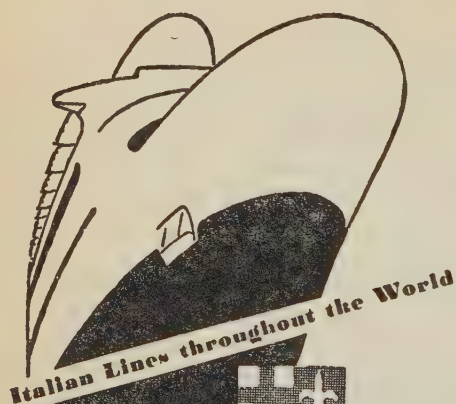
Following the motion picture, radio and television absorbs the greater part of public expenditure on entertainment. Limiting statistics to the number of broadcasting licenses issued by the Italian Radio and Television Services, figures rose from 24 milliard lire in 1956 to 29.1 milliard lire in 1957 and this increase is mainly due to new television licenses, doubled in 1956-1957.

According to recent data, radio licenses numbered seven million, while television licenses exceeded 800,000. Apart from the United States, where television has been available to popular demand for several years and where over 40 million television licenses have been issued, and leaving aside Great Britain which has two television networks and over 8.7 million television sets, Italy enjoys a position which is not far distant from that of the richer countries. These include France (10.3 million radio licenses and 750,000 T.V. licenses) and Germany (14.4 million radio licenses and 1.5 million television licenses). Progress in technical installations has been far superior to all expectations and plans for the extension of the existing network have been pushed forward to such an extent that approximately 90% of Italian territory, including the southern regions and the islands, has been covered in little less than four years.

But the main characteristic of the development of television in Italy, something which is not common to other nations, has been its installation in cafes, bars, restaurants, hotels, clubs, political clubs, chain stores and shops. All these offer free entertainment to their clients and to persons of all localities and social standing.

According to a poll carried out by the Italian Authors and Editors Association (S.I.A.E.) in January 1957, and repeated in March 1958, the number of television sets used in public places and premises has risen from 61,258 to 79,382. The most important variations for individual types of premises is as follows: cinemas with one or more television sets have decreased from 2,817 to 936. On the other hand, bars, cafés and restaurants have shown a considerable rise (42,316 to 54,127) as also those premises used as clubs and social centres (10,932 to 17,166). Such data confirm that, with less than one million television sets, this form of entertainment has become immensely popular in Italy and that the public is becoming accustomed to seeing good quality entertainment without any direct payment.

ITALIAN LINES



I T A L I A

North and South America - Central America North and South Pacific

LLOYD TRIESTINO

Asia - Africa - Australia

ADRIATICA

Egypt - Israel - Lebanon - Syria - Cyprus - Turkey - Black Sea - Greece

TIRRENIA

Libya - Tunis - Sicily - Sardinia - Corsica - Malta - Marseilles - Spain - Northern Europe

THE NATIONAL ASSOCIATION FOR THE PROTECTION OF CHILDREN

GENERAL ASSISTANCE PROGRAMME

The National Association for the Protection of Children (*Ente Nazionale Protezione Morale del Fanciullo*) is responsible for aiding minors between the ages of 6 and 18. Following an agreement with the Ministry of Justice (May, 1957), it has also assumed liability, together with various Councils of Protection, for the children of persons serving prison sentences or who have been released and are unable to find employment. The volume of work which the Association has undertaken may be measured by the fact that, between May and December 1957, local committees informed it of 2,569 cases involving 6,515 children.

The current system in use requires that the police, when arresting or detaining a person with a family which includes minors, shall inform one of the local Councils of Protection operating within the region concerned. The Council, in its turn, informs the Association. Successively, the Social Services Department of the Association investigates the conditions of the family unit in order to ascertain what quantity and form of assistance is required.

According to the practices adopted in the social service programme outlined by the Association, the Provincial Social Service Centres (C.P.S.S.), while studying the cases brought to their notice, also take immediate measures towards solving the most urgent situations, such as those which follow imprisonment of one of the parents, particularly the mother. Finally, a specific aid plan is adopted according to the methodology of *individual social service*. Of the 6,515 cases accepted, precedence was given to those which proved to be most urgent. During 1957, the C.P.S.S. cared for and assisted 862 family units composed of 2,321 minors, sending relative information on each

family and each minor to the Head Office of the Association and to the Protection Council.

In the initial phase, the utmost importance is given to the *surroundings* in which individual children must live. Naturally, the emphasis is placed on maintaining the family unit and avoiding division. This, in itself, will often diminish economic difficulties which can always be overcome in other ways and, at least, through an adequate allowance. The Association is particularly careful in making sure that the mother or the father be present when children up to six years of age are involved, but when this is impossible every effort is made to create a family atmosphere through the help of close relatives.

Assistance, therefore, is offered with a preference for a *family atmosphere*. It quite often happens that there are other problems to solve, such as the particular character of the child, parents' objections over the correct form of education and the like. In the great majority of cases, there is generally the question of modifying objective and external situations through financial help and the finding of employment, as well as obtaining suitable accommodation. Further assistance is also provided through the interest of local departments and investigations into the labour possibilities in the area in which the family unit is living.

When the Provincial Centres do not find competent local institutions or adequate economic assistance, they may bring the matter to the attention of the Head Office of the Association which may then utilise funds made available to this purpose by the Ministry of Justice. In the case in point, the family unit receives a permanent allowance which corresponds to the requirements of the children and the economic needs of the family as a whole.

During the period in question, special allowances were authorised for 567 minors belonging to 349 families.

When the child can no longer remain with the family, or when cases of abandonment are involved, or when the family unit splits, or when the child's permanence in the family may be harmful to it, the Association attempts to find new surroundings for it.

The most natural form of adoption is through *close relatives*, providing that these can furnish sufficient guarantees over education and the solution of personal problems. Adoption by families which are completely extraneous is much less frequent.

If it is impossible to arrange for temporary adoption, the child is given initial care at an institute. This practice is mostly

necessary in cases in which both parents are absent (one serving a prison sentence, the other in hospital, dead, absent for reasons of employment, etc.) and the family unit is split, even though only for a temporary period.

In cases of children without families — and this includes children living in families which provide no educational or other facilities — and when there is no possibility of obtaining adoption, special *educational and charity institutes* are called upon for help over an indefinite period. Before reaching such a decision, however, the C.P.S.S. closely investigates the case in hand and carries out psychological and pedagogical tests to determine whether any change in the child's surroundings will result in unease or psychic or physio-psychic disturbances. The child and the family are then prepared for the resultant break and the institute which has been chosen is informed of the child's character, his personal and family problems and his habits so that the most favourable atmosphere can be created for him.

In view of the special mandate it has received, the National Association for the Protection of Children has turned its attention to several of the institutes which have been created under the encouragement of the local Protection Councils, or administered directly by them, and which are only concerned with assisting the children of persons serving prison sentences. In agreement with the Ministry of Justice, the Association has interested itself in such institutes to ensure that: 1) similar categories of children (dependents of persons serving prison sentences in the case in point) are not all living in the same community; 2) institutes solely interested in the children of convicts only shall be converted into institutes for all categories of needy children and 3) proper use shall be made of the institutes already operating, or being built, choosing those which shall be best suited to the age, personal situation, educational requirements and personal preparation of the child concerned. During the last few months of 1957, attention was turned to the *Istituto S. Leonardo di Salerno*, now almost completed, and the *Istituto Madonna di Pompei*, Sassari, which only cares for children of persons serving prison sentences.

ASSISTANCE TO COLOURED CHILDREN

Since 1946, many institutes have interested themselves in the care of those children who were born during the period of occupation and following the stationing of coloured troops in Italy. However, proper organized assistance really started in 1955 when the Presidency of

the Council of Ministers, in agreement with the Ministry of Labour, officially handed over this work to the National Association for the Protection of Children. The Association began its labours by calling upon the 92 provincial Commissioners' Offices, interesting the prefectures, communes, schools and parishes and making enquiries among all Italian colleges. It was only natural that strong concentrations of coloured children were to be found in those areas in which troops had been stationed for lengthy periods, the densest areas being Campania and northern Tuscany. The majority of those mulattoes who had been receiving allowances were cared for by institutes but there was a very large number living with families which received no help at all.

On the basis of information received during the Association's enquiries, it was discovered that there was a certain number of serious cases which called for immediate intervention. Two « Observation Centres » were thus opened, one for boys and the other for girls, which had the twofold objective of supplying assistance and establishing a future for this class of children and also of collecting all data necessary to an organic assistance programme. General planning demanded the choice of suitable institutes and the Association selected one at Anzio and another at Borgata Ottavia (Rome). It was further decided that the boys should be kept together with possibilities of outside contact, while the girls should be given the opportunity of mixing with white children. In fact, at the end of a suitable period, the institute at Borgata Ottavia did away with all regulations governing segregation.

It may be said that all mulattoes in Italy are now receiving assistance. The Provincial Social Assistance Centres throughout the country are carefully following all the cases which have been brought to their notice. The minors concerned have been permitted to remain with their family units, or sent to institutes or entrusted to the care of foster-parents. In the first case, the situation of the family is ascertained through enquiry and assistance is offered on the basis of a form of agreement with the family itself. This agreement contemplates periodical contact, advice over education, recreation and work and medical assistance. The Association for the Protection of Children has opened centres for medical-psychological and pedagogical aid in 50 provinces.

Most of the children concerned do not attend secondary school on completion of elementary education. They generally favour some form of technical training or apprenticeship.

The National Association of Pensioners

Social plans, aims and functions

The "National Association of Italian Pensioners" (*Opera Nazionale per i Pensionati d'Italia*) was created under a decree of March 23, 1948, No. 361, ratified by Law No. 29 of January 5, 1953, for the purpose of providing assistance to pensioners of all categories registered with the National Institute of Social Insurance (*Istituto Nazionale della Previdenza Sociale*) and their dependents. This means that the Association undertakes provision of rest-homes, convalescent homes, summer vacation institutes for pensioners, encourages the development of medical, surgical, therapeutical and spa treatment, offers scholarships and awards to orphans and children of pensioners, attends to the urgent financial needs of pensioners and their families and pursues general insurance and social assistance planning.

During the early years of its operations, the Association considered it opportune to direct its planning towards assistance to the sick, since this was a sector in which pensioners felt they needed the greatest help. The aid which was offered took the form of contributions towards expenses arising from medical fees and hospital treatment and the opening of special medical centres.

At the same time, the Association extended its sphere of action, favouring the opening and development of «Rest Homes» (*Casa di Riposo*), institutions which have met with the enthusiasm of pensioners.

With the approval of Law No. 691 of August 4, 1955, and the subsequent extension of sickness insurance to I.N.P.S. pensioners, the Association closed down its own medical centres, but it has continued to make contributions towards the payment of medical fees for those pensioners paying voluntary insurance contributions. This category was excluded from the benefits contained in Law No. 691. Pensioners making compulsory contributions are also able to obtain indirect assistance of this sort for special kinds of treatment not covered by I.N.A.M. (allowances for spa treatment and convalescence), as well as subsidiary allowances and cash payments in the event of death.

The Association has successfully opened several *experimental centres for physio-therapeutical treatment* where I.N.P.S. pensioners may obtain massage and ray treatment free of charge. Voluntary pensioners may also obtain general medical treatment and intravenous and intramuscular injections. Such assistance is also extended to members of their family dependent upon them.

Worthy results have been obtained under a plan for *scholastic assistance to orphans and children of needy pensioners*, launched by the new Board during 1955. This provides scholarships and finances entry to colleges and boarding-schools.

However, the Association's greatest attention has been given to the building and operation of *Rest Homes* which provide a service comparable to a good hotel and in fullest liberty for pensioners.

Conscious of the fact that it is fulfilling a social duty of the utmost importance, the Association has made sure that permanence in these homes shall be as comfortable as possible. Careful thought has been given the choice of locality, planning of the premises and furnishing. These homes are all built in health and vacation resorts, have large and airy rooms, while the inmates are able to enjoy full use of radios, television, excellent libraries, games-rooms, etc. Each rest home is also equipped with a surgery and a chapel.

At the present time, eleven of these rest homes are in operation, many of them possessing their own land from which they can obtain most of the community's needs. They are to be found at Bari, Bolzano, Caprara di Spoltore (Pescara), Cava de' Tirreni (Salerno), Galbiate (Como), Genoa, Montefiascone (Viterbo), Monticello Brianza (Como), Pesaro, Poppi (Arezzo) and Torre del Greco (Naples). Rest homes at Orte S. Giulio (Novara), Trieste, Rome and Messina have almost been completed, and planning of another three at Sassari, Pordenone (Udine) and in Emilia is well advanced.

When these eighteen rest homes have been opened, plans for founding one in each region of Italy will be almost completed. This will mean the beginning of a more ambitious plan to build one in each province since certain regions — Campania, Lazio and Lombardy — already have two within their boundaries.

The National Association of Italian Pensioners recently opened a *Research Department* at its head offices for the express purpose of studying problems relative to gerontology and geriatrics and has called upon experts to assist in its programme. In this way, the assistance to pensioners will be improved by an important scientific contribution to enquiries into the phenomena of old age. Special attention is to be paid to diets for old people, sickness, observation of pathological and physiological symptoms and general health.

UNEMPLOYMENT

IMPROVEMENTS REGISTERED IN 1957. CAUSES AND LEGISLATIVE ASSISTANCE

From a practical viewpoint, the year 1957 showed a definite improvement in unemployment figures and a limited victory was won in the long, post-war struggle. This, of course, does not mean to say that the whole question was solved or that the more serious aspects disappeared, but a final examination of all the information and material available produced positive evidence that a decline was evident.

Each month, the Italian Ministry of Labour receives an exhaustive report on the number of persons registered with the unemployment offices operating throughout the country. These persons are divided into five categories, as follows: Class 1: — Unemployed persons, formerly employed; Class 2: — Persons under 21 years of age or persons seeking first employment; Class 3: — Married women seeking first employment; Class 4: — Pensioners seeking employment; Class 5: — Employed persons seeking alternative employment. It is obvious that any calculations relative to unemployment may only consider the first two categories. Further, statistics on persons registered with unemployment exchanges are not always to be considered as completely accurate, for not all such persons are completely without any form of employment. Research has shown that the current labour market situation is less serious than shown and that about 10 % of the persons registered under classes 1 and 2 are not completely unemployed.

On the other hand, statistical information which has been released shows that there have been some slight improvements in the general situation. Table 2 gives an idea of the changing picture between 1953 and 1957. Annual figures are obtained by calculating monthly averages and this means that an interesting factor of the year 1957 is not shown; for the first time during the post war period, unemployment figures dropped to less than 1,600,000 units during August and September.

The year 1957 must also be considered as a favourable year because the drop in unemployed manpower not only referred to persons under 21 or persons seeking first employment (Class 2) but also to those who must be considered unemployed in the real sense of the word (Class 1).

Table 1 — UNEMPLOYMENT FIGURES FROM 1953 TO 1957

YEAR	Average Persons Registered			1957 variations over 1953/56					
	Class I	Class II	Total	Class I		Class II		Total Classes I & II	
				No.	%	No.	%	No.	%
1957.....	1,229,797	526,843	1,756,640	—	—	—	—	—	—
1956.....	1,323,076	614,395	1,937,471	—93,279	—7.05	—87,552	—14.25	—180,831	—9.33
1955.....	1,303,277	610,137	1,913,414	—73,480	—5.64	—83,294	—13.65	—156,774	—8.19
1954.....	1,304,805	653,876	1,958,681	—75,008	—5.75	—127,033	—19.43	—202,041	—10.32
1953.....	1,281,967	664,566	1,946,533	—52,170	—4.07	—137,723	—20.72	—189,893	—9.76

This is the first time in the past six years that such a factor has emerged. Class 2 averages, which remained more or less constant from 1953 to 1956, with a slight tendency towards a rise, (from 1,281,967 units to 1,323,076) dropped to 1,229,797 units in 1957, showing a contraction of 93,279 units — 7.05 % — over the previous year. On the other hand, 1956 must be considered as an exceptionally unfavourable year, mainly due to adverse weather.

Examining the more favourable situation of Class 2 (persons seeking first employment), which dropped from 614,395 units in 1956 to 526,843 units in 1957 — a contraction of 87,552, equal to 14.25 % — it will be found that the general improvement is due to wider application of the Law of January 19, 1955, No. 25, on apprenticeship. In view of the facilitations which this law offers (exoneration from payment of minimum insurance contributions), employers have obviously considered it worthwhile to accept apprentices.

The healthier situation apparent in this particular category, arising from the above law on apprenticeship, also appears evident if figures for the period 1953-54 (prior to the approval of the law) are compared to those quoted for the three years which have followed its application. Persons registered under Class 2 at the labour exchanges during the former period maintained a constant figure (664,566 and 653,876 units) but, as from 1955, a considerable drop was noted. This contraction totalled 127,033 units, equal to 19.43 %, for the period 1954-57.

The above figures demonstrate that some positive results have been obtained in this difficult struggle, although progress is obviously linked to the *general economic growth of the country*. Not only has employment been found for the new labour force which makes its way on to the market every year (calculated at 200,000 units) but some form of

occupation has also been found for approximately 200,000 unemployed persons between 1954 and 1957.

Unemployment, calculated according to geographical distribution, 1955-57, is shown in Table 2.

Table 2 - UNEMPLOYMENT (1957-55). SITUATION ACCORDING TO GEOGRAPHICAL DISTRIBUTION

GEOGRAPHICAL DISTRIBUTION	Monthly Average of Persons registered under Classes 1 & 2			1957 variations over			
	1957	1956	1955	1 9 5 6		1 9 5 5	
				No.	%	No.	%
North Italy	687,060	771,919	807,020	— 84,859	— 10.99	— 119,960	— 14.86
Central Italy	242,729	259,433	260,729	— 16,704	— 6.44	— 18,000	— 6.90
South Italy	607,567	661,391	618,178	— 53,824	— 8.14	— 10,611	— 1.72
Insular Italy	219,284	244,728	227,487	— 25,444	— 10.40	— 8,203	— 3.61

Many of the differences apparent are due to the very diverse economic structures existing in the various regions of Italy. The adverse weather conditions during the first six months of 1956 were a major blow to southern Italy where farming and building are the chief activities. It may be noted that a decrease in Class 1 (unemployed, formerly employed) was more or less uniform for all regions during 1956, with a maximum of 7.98 % in northern Italy and a minimum of 5.35 % in central Italy.

Figures relative to Class 2 (persons under 21 years of age, persons seeking first employment, persons due for national service) show some variation. The drop, in fact, is 19.26 % and 18.40 % in insular and northern Italy respectively and 10.54 % and 8.60 % in southern and central Italy.

Table 3 - UNEMPLOYMENT. SCHOLASTIC LEVEL OF PERSONS REGISTERED AT LABOUR EXCHANGES FROM 1955 TO 1957

Q U A L I F I C A T I O N	Registered at March 31, 1955		Registered at January 31, 1957	
	No.	%	No.	%
Literate	176,452	7.96	193,135	8.71
Elementary	782,030	35.26	851,626	38.42
Elementary certificate	1,143,385	51.55	1,069,991	48.28
Vocational training certificate	49,860	2.25	47,627	2.15
Lower secondary	38,218	1.72	34,302	1.55
Upper secondary	15,419	0.69	13,853	0.62
Degree	1,150	0.05	1,074	0.05
Qualifications unknown	11,564	0.52	4,881	0.22
Total registered ...	2,218,078	100.00	2,216,489	100.00

For the purpose of this report, it has been considered useful to show the results of a census of persons registered with labour exchange from March 31, 1955, to January 31, 1957, relative to educational standards. The figures quoted refer to persons registered under all classes and, therefore, are slightly more than those considered so far under classes 1 and 2.

The above data show that the number of registered persons without any form of certificate, or in possession of elementary education only constitutes nearly the whole of the unemployed labour force. This figure was 95.29 % in 1955 and 95.63 % in 1957.

Table 4 - UNEMPLOYMENT. AGE GROUPS - 1955-1957

AGE GROUP	Registered at March 31, 1955		Registered at January 31, 1957	
	No.	%	No.	%
Up to 14 years.	6,489	0.29	33,865	1.7
From 15 to 17 years.	180,133	8.12	170,657	7.7
From 18 to 21 years.	283,742	12.79	255,236	11.1
From 22 to 24 years.	182,530	8.23	170,923	7.7
From 25 to 44 years.	978,857	44.13	980,674	44.1
From 45 to 59 years.	484,508	21.84	516,624	23.3
From 60 to 64 years.	63,544	2.87	61,618	2.8
65 and over.	38,275	1.73	26,892	1.2
Total ...	2,218,078	100.00	2,216,489	100.0

Further statistical evidence demonstrates that nearly all persons registered at the time of the census had served no apprenticeship or attended vocational training courses. This factor, without doubt, is one of the most serious obstacles facing those who are seeking employment and confirms the fact that technical training is essential to reductions in unemployment.

Finally, Table 4 explains unemployment according to age groups while Table 5 shows family status.

Table 5 - UNEMPLOYMENT. FAMILY STATUS
OF REGISTERED PERSONS 1955-1957

FAMILY STATUS	Registered at March 31, 1955		Registered at January 31, 1957	
	No.	%	No.	%
Unmarried persons, widows and widowers without family.	1,013,937	45.71	938,277	42.3
Married persons without family.	180,073	8.12	187,738	8.5
Married persons with family.	975,657	43.99	1,042,243	47.2
Widows and widowers with family.	48,411	2.18	48,231	2.2
Total ...	2,218,078	100.00	2,216,489	100.0

LIVESTOCK

Production and Organization in 1956

An examination of the livestock figures issued for 1956 shows that there was a general drop in horses (—6.9 %), sheep (—5.2 %) and goats (—3 %). The progressive introduction of mechanized farming methods has meant that the horse is employed less and less for transport and general farm work, while land transformation and reform tends towards a constant reduction in pasture land in the Central and Southern regions of Italy.

Figures for cattle reveal a contraction in the total number, but a rise in cows. Once again mechanization is chiefly responsible for the reported changes, since cattle are no longer used for traction purposes and farmers are interested largely in meat production, due to the much greater demands of the home market. It is the opinion of experts, however, that the rise in milk production and fat stock cattle will lead to a better balance between production and consumption.

Figures for 1956 show rises of 3.3 % in beef cattle, 7.8 % in pigs and 2.5 % in poultry. Sheep and horses were marked by very

Table I — LIVESTOCK (THOUSANDS)

	1948-51 average	1952-55 average	1953	1954	1955	1956
cattle	8,176	8,794	8,994	8,817	8,670	8,440
horses	1,936	1,795	1,842	1,795	1,652	1,538
pigs	3,971	4,022	4,368	3,745	3,760	3,863
sheep	10,267	9,597	9,892	9,452	9,042	8,572
goats	2,463	1,906	1,981	1,798	1,731	1,679
« Capi grossi » (1) ...	12,047	12,408	12,751	12,361	12,026	11,649
Poultry ...	65,230	76,250	77,000	78,000	80,000	83,000

(1) « Capo grosso » — the Italian term refers to: 1 steer, or 1 horse, or 6 pigs, or 10 sheep or goats.

Table II - PRODUCTION (THOUSANDS OF QUINTALS)

P R O D U C T	1949-51 average	1952-53 average	1955	1956	Increase or decrease percentage	
					1952-55 over 1949-51	1956 over 1955
Beef and veal	6,634	7,414	6,750	6,970	11.8	3.4
Pork	3,640	4,166	3,676	3,964	14.5	7.7
Lamb and Goat	760	745	710	703	-2.0	-1.1
Horsemeat	334	477	460	456	42.8	0.9
Poultry	1,530	1,439	1,610	1,650	-5.9	2.5
Eggs (million)	5,133	5,763	6,010	6,131	12.3	2.0
Total milk (in '000's of hectolitres)	58,212	66,054	69,910	71,590	13.5	2.3
Fresh milk (in '000's of hectolitres)	21,844	23,809	25,770	26,370	9.0	2.3
Milk for industrial uses ('000's of hectolitres)	18,022	21,552	22,420	22,900	19.6	2.2
Processed milk ('000's of hectolitres)	18,346	20,694	21,720	22,320	12.8	2.8
Butter	566	618	650	615	9.2	-5.2
Cheese	2,500	3,038	3,260	3,340	21.5	2.3
Wool	159	144	131	125	-9.4	-4.6
Cocoons	133	127	94	82	-4.5	-12.3
Honey	89	61	65	65	-31.5	—

slight oscillations (-1% and 0.9% respectively). Milk production after reductions for the feeding of calves, totalled 71,590,000 hectolitres, with an increase of 2.4% over 1955. There was but little difference registered in quantities of milk used for industrial purposes and public consumption.

Cattle. — In an attempt to improve the quality of cattle, the Ministry of Agriculture turned its attention to breeders and introduced long term programmes due to begin during 1957. According to figures published for 1955 (the last year on which reliable figures are available) there was a steady rise in the number of breeders ($+14.8\%$) and an increase in the number of breeds (15.9%). A rigorous control scheme was also put into practice, assisted by livestock shows, milk records of individual cows, contests, herd books, bull associations, etc.

The same period also witnessed a numerical increase in those breeds considered most suitable to Italian pasture and climate, among them the *Black and White* with over 110,000 new head.

Horse-breeding has changed to a great extent, due to the increased use of mechanized farming methods, and attention is now paid to the obtaining of a heavier animal. The constant elimination of horses from general farm work during 1956, persuaded breeders to concentrate on a speedy and robust breed, with limited feeding requirements. The demand for such horses is particularly heavy in the Po Delta, in view of the new small-holdings which have sprung up as a result of the Land Reform Programme.

In Sicily, there has been a drop in the number of horses and donkeys used for farmwork, but this has been accompanied by a cor-

responding rise in the use of mules, many of which are also sent to the mainland.

There was a slight increase in the number of *pigs* over 1955. Breeders continued to concentrate on the purchase of imported stock and new feeding methods were introduced in an attempt to cut down expenses and produce leaner meat. Two special Institutes of Genetics were also opened during the year, making a valuable contribution towards improving and selecting those breeds considered most suited to the market.

Following the large scale land transformation programme and other Government plans for land reclamation, there has been a considerable contraction in *sheep rearing* in certain areas of Italy. This, in turn, has given rise to many social problems, particularly in relation to the mountain population, for centuries closely tied to this particular branch of husbandry.

The drop is most clearly seen in the Apennine and Maremma zones and in Abruzzo and Apulia. Modern breeding methods have been introduced, while a more rational feeding system is being followed, both in pens and on pasture, to meet the physiological needs of the animals at all times and during all seasons, thus assuring full productive capacity.

The supply of *poultry* meat and eggs during 1956 was insufficient to meet the needs of the home market. Imports of eggs were higher than those for 1955, reaching a total of 28.8 milliard lire. This figure alone indicated the great possibilities open to poultry farmers and the need for quantitative and qualitative improvements, coupled with reduced costs.

To this end, special regulations were recently issued which concern aid and technical assistance to private poultry farmers who can furnish the requisite assurances, plus loans for the purchase of pre-fabricated poultry runs and other equipment. Large quantities of selected day-old chicks have also been imported and made available to farmers anxious to improve their meat and egg production.

Rabbit breeding has shown signs of revival in several regions, particularly Piedmont, Lombardy and Emilia. In 1956, the city of Milan consumed over 50,000 quintals of meat, Turin 26,000 quintals, Genoa, 15,000 and Bologna 5,000 quintals. A more extensive use of sulphides has proved to be successful against many of the diseases which constantly threaten rabbits.

Silk-Worms. — 93,437 ounces of silk were produced in 1956, divided as follows: national bi-yellow: 87,895 ozs; white Japanese imported: 5,000 ozs; white Japanese national 542 ozs. Cocoons totalled 8,200,000 kilo-

grams, the average per ounce being 90 kilos (88.2 in 1955). Production in 1955 was 9,385,189 kilograms. A new three-year programme in favour of the silk-worm industry was launched during the year 1955-56 and the law of February 20, 1956, No. 94, authorized appropriations of 300 million lire per annum for the gradual introduction of new technical methods which will bring about a reduction in the cost of production of cocoons and raw silk.

Apiculture — The situation in 1956 was not greatly different to that registered for the preceding year. There was a rise in industrial apiculture and a drop in local activity. Production of honey reached 61,000 quintals, with an average of 15 kilograms per hive. Beeswax totalled 4,000 quintals. Trade exchange with other countries produced a slight increase in imports (6,893 quintals in 1955 and 8,536 quintals in 1956). The latter year was marked by the new law which authorizes 8,000 quintals of sugar to be sold to apiculturists, free of sales tax, over the three year period 1956-58. This has been of considerable help and is likely to encourage the industry to make further efforts.

Italian Books and Periodicals

MONTHLY BOOK REVIEW

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THE ELECTRICAL SUPPLY INDUSTRY

42,715 MILLION kWh PRODUCED IN 1957

The year 1957 witnessed the electrical supply industry intent on an extensive building plan, which aimed at completing installations started in previous years and arranging for new hydro-electric and thermo-electric plants. Such activity followed decisions taken at the end of 1956 (1). During the same year, additional hydroelectric power stations, capable of producing 418,130 kW, were brought into use, while thermo-electric installations producing 105,509 kW were also added to the existing network.

Table I — ELECTRIC PLANTS OPERATING IN 1957.
GEOGRAPHICAL DISTRIBUTION

ZONE	Output of hydro-electric plants		Output of thermo-electric plants (a)		Total output	
	kW	% of total	kW	% of total	kW	% of total
North Italy.....	7,569,317	76.22	1,565,158	56.91	9,134,475	72.03
Central Italy.....	1,054,574	10.62	616,481	22.41	1,671,055	13.18
Southern Italy.....	1,134,866	11.43	229,701	8.35	1,364,567	10.76
Sicily.....	77,860	0.78	212,123	7.71	289,983	2.29
Sardinia.....	94,230	0.95	127,015	4.62	221,245	1.74
Total...	9,930,847	100.00	2,750,478	100.00	12,681,325	100.00

(a) Including geothermo-electric plants (264,850 kW).

The development of supply centres has been accompanied by a corresponding growth in transformer stations, distribution and local installations. The total Italian high tension supply system, in 1957, stretched over a length of 7,957 kilometres (220 kV) and 21,638 kilometres (120-150 kV).

The 1957 construction programme also included the building of several new and large dams, which have brought the industry fresh

(1) See: *The Electricity Industry* — « Italian Affairs », Vol. VI, N. 5, pp. 1893-1896

power sources. The most important of these dams are: *Beauregard*, a gravity arch type, which stands across the Valgrisanche and holds 70 million cubic metres, equal to 153 kWh; *Malga Bissina*, a concrete gravity dam, with a capacity of 60 million cubic metres, corresponding to 180 kWh, produced in three power stations built at the base; the dam across the *Mae*, on the Piave-Boite-Mae-Vajont river network, a twin cambered construction, which has added a further 9 million cubic metres of water, equal to 13 kWh, to this important hydro-electric system. Further progress has also been made in the building of the *Pian Palu* dam, in the upper basin of the Noce, which will eventually hold approximately 8 million cubic metres of water.

Table II - OUTPUT OF ELECTRICAL INSTALLATIONS IN 1957
PER PRODUCER CATEGORY

CATEGORY OF PRODUCER	Output of hydro-electric plants		Output of thermo-electric plants (a)		Total output	
	kW	% of total	kW	% of total	kW	% of total
Private companies.....	7,934,622	79.90	1,904,218	69.23	9,838,840	77.58
Municipalised undertakings	719,472	7.25	108,513	3.95	827,985	6.53
Auto-production	1,099,553	11.07	737,747	26.82	1,837,300	14.49
State Railways	177,200	1.78	—	—	177,200	1.40
<i>Total...</i>	9,930,847	100.00	2,750,478	100.00	12,681,325	100.00

(a) Including geothermo-electric output (264,850 kW).

Taking into account the variations in the water coefficients, due to the opening of new power stations, total dam capacity throughout Italy corresponded to 3,735 million cubic metres, equivalent to an energy output of 5,391 kWh.

Table III - PRODUCTION OF ELECTRICAL ENERGY IN 1957
('000 kWh)

ZONE	Hydroelectric	Thermo-electric (b)	Total	% of Total
North Italy.....	24,826,360	5,846,077	30,672,437	71.81
Central Italy.....	3,130,824	2,859,261	5,990,085	14.02
South Italy.....	3,531,408	943,507	4,474,915	10.48
Insular Italy	382,413	1,195,190	1,577,603	3.69
<i>Total...</i>	31,871,005	10,844,035	42,715,040	100.00

(b) Including geothermo-electric energy (1,812,510 kWh).

Production of electrical energy in 1957 amounted to 42,715,040,000 kWh.

The Clothing Industry

PROGRESS AND RESULTS

An examination of the statistics relative to expenditure on articles of clothing reveals that Italians spent 1,004 milliard lire in 1955 and 1,073 milliard lire in 1956, a figure that, considering the rise in income, continues to represent 10.8% of total expenditure on private consumer goods. An eloquent picture is offered by a comparison of indices for the general cost of living.

C A T E G O R Y	1954	1955	1956	1957
		1953 = 100		
Cost of living index	103	106	111	113
Clothing price index	101	101	101	103

As this comparison shows, the increase in the cost of living has not been accompanied by a corresponding rise in the prices of articles of clothing, the latter remaining more or less constant. If retail prices

Table I - INDEX OF RETAIL PRICES (1953 = 100)

A R T I C L E	1954	1955	1956	1957
General Index for Retail Prices	103	105	109	110
Textiles for clothing	102	102	101	105
Ready-made articles	100	100	99	100
Material for underclothing	100	100	100	104
Ready-made underclothing	99	97	96	97
Men's socks	100	99	98	99
Women's stockings (nylon)	95	88	83	80
Woollen goods	102	101	100	103
Shoes	100	100	99	100
Hats	101	102	104	106
Clothing accessories	100	99	99	103

of single articles of clothing are then compared to the general retail price index, the static nature of the former can be observed.

The static nature of clothing prices — which may also be regarded as a decrease if rises in prices of other goods are duly considered — does not mean that there was a contraction in industrial production throughout the period 1954-57 (with the exception of industrial treat-

Table II — INDEX NUMBERS FOR WHOLESALE PRICES (1953 = 100)

RAW MATERIALS	1954	1955	1956	1957
Fibre	100	97	95	97
Textiles	100	97	95	100
Furs	90	83	83	89
Artificial and synthetic fibres	99	95	89	86

ment of silk and fibre, the index figures for which dropped from 100 in 1953 to 88 in 1954, 78 in 1955, 67 in 1956 and 53 in 1957, due to strong competition from artificial fibres and synthetic products). In general, index figures for raw materials supplied to the clothing industry show a rise, although contractions are apparent in individual items.

Table III — INDEX FIGURES FOR PRODUCTION (1953 = 100)

PRODUCTION	1954	1955	1956	1957
General index for industrial textiles	103	94	100	110
Cotton	107	92	98	109
Wool	103	95	99	106
Linen, hemp and jute	108	94	98	104
Various textiles (wools and mixtures)	97	98	108	122
Artificial and synthetic fibres	128	138	158	170
Production indices for furs, leather and shoe industries.....	105	102	108	123
Hides and leather	106	101	106	117
Boots and shoes	105	102	109	126

Articles of clothing and related products have made a strong contribution to the volume of exports. In 1956, for example, they registered 43,139 million lire credit (3,666 million lire for imports, 46,805 million lire exports). At the present time, Italian fashions have attained great popularity abroad and this success has also influenced world trade in general textile products, which now represent an important item in this country's exports (1956 : imports 60 milliard, exports 194 milliard lire — credit balance 134 milliard lire). Italian fashion products have made strong penetration into the Anglo-Saxon and Latin-American markets. Following yearly fashion parades organized by S.I.A.M. (*Sindacato Italiano Alta Moda* = Italian High Fashion Union) at the end of July (autumn and winter fashions) and the end of January (spring and summer models), orders received from abroad generally exceed the material possibilities of Italian fashion houses.

THE ITALIAN POST OFFICE

POSTINGS IN ITALY AND ABROAD

Between the financial year 1951-52 and June 30, 1958, postal packets of all kinds sent through the Post Office rose from 3,090 million to 4,027 million, this being an increase of more than 30%. According to reliable sources, each inhabitant used the postal services to the extent of 35 printed messages, 29 letters, 11 post cards and visiting cards, 3 registered letters, 2 invoices, 1 manuscript, 1 express letter and 1 various (insurance, invitations, births, marriages, deaths, etc.), for an average total of 83 postal packets per head (1).

As in all countries, the figures vary from place to place. The highest figures are to be found in Lazio with an average per head of population of over 200 postal packets per annum. Lazio is followed by Lombardy, Liguria and Piedmont. On the other hand, figures for the South and the islands are very much lower. The average of 97.2 for the North drops to 67.2 in Central Italy (excluding Lazio), 38.5 in the southern regions and 36.6 in the islands.

Table I - AVERAGE NUMBER OF PACKETS OF ALL KINDS PER HEAD OF POPULATION

Piedmont	91.6	Lazio	200.3
Aosta	54	<i>Average Central Italy</i>	120.5
Lombardy	139.7	(<i>Idem, excluding Lazio</i>)	67.3
Trentino-Alto Adige	87.2	Abruzzi and Molise	37.0
Veneto	72.1	Campania	45.5
Friuli-Venezia Giulia	44.5	Apulia	33.5
Trieste	65	Basilicata	22.8
Liguria	100.8	Calabria	28.2
Emilia-Romagna	66.7	<i>Average Southern Italy</i>	38.5
<i>Average Northern Italy</i>	97.2	Sicily	37.3
Tuscany	73.5	Sardinia	35
Umbria	66.9	<i>Average Insular Italy</i>	36.6
Marches	52.6	<i>National Average (Italy)</i>	83.02

(1) The average number per head of population is 83.02, plus 0.49 parcels and 0.38 postal orders. Generally speaking, this means that every Italian sends one packet of printed matter every 10 days, one letter every 12 days, a postcard every 35 days, one registered letter every four months, one invoice every 6 months, one parcel every two years and one postal order every 3 years.

Table II - ANNUAL MOVEMENT OF CORRESPONDENCE. COMPARATIVE DATA

C O U N T R Y	Correspondence		Letters and postcards		Other correspondence		Parcels		Postal and money orders	
	Total (Thousands)	Per head	Total (Thousands)	Per head	Total (Thousands)	Per head	Total (Thousands)	Per head	Total (Thousands)	Per head
Argentina	1,222,005	65.89	918,655	47.13	353,853	18.17	5,452	0.27	4,105	0.21
Austria	626,875	89.75	370,983	52.98	220,972	31.63	27,350	3.92	7,571	1.08
Belgium	2,215,855	248.20	526,589	59.01	1,678,762	189.10	8,009	0.90	2,495	0.27
Denmark	474,768	106.31	343,746	76.27	103,509	23.86	20,597	4.63	6,916	1.55
Egypt	200,475	8.56	127,025	5.43	71,560	3.05	798	0.03	1,192	0.04
France	4,819,629	110.07	2,522,582	57.61	2,028,762	45.68	26,560	0.60	241,895	5.49
Greece	187,793	23.38	66,470	8.27	118,530	14.85	511	0.06	2,282	0.28
Great Britain	9,966,206	193.76	5,701,705	110.83	3,999,938	77.75	232,338	4.51	32,205	0.62
Italy	4,027,114	83.02	1,965,595	40.56	2,018,459	40.37	24,233	0.50	18,827	0.39
Morocco	79,342	9.20	52,612	6.10	24,296	2.82	87	0.01	2,347	0.27
Mexico	577,208	18.90	342,998	11.23	225,680	7.39	3,650	0.12	4,880	0.16
Norway	338,556	97.79	258,455	75.52	65,568	19.03	8,089	2.36	6,444	1.86
Holland	1,770,437	161.18	684,000	62.27	1,054,500	104.56	22,146	2.01	9,791	0.89
Pakistan	448,346	5.33	353,385	4.22	82,866	0.99	3,171	0.04	8,924	0.10
Portugal	338,273	38.21	175,908	19.81	157,305	17.60	2,108	0.23	4,952	0.56
Spain	1,438,593	49.07	870,455	29.99	550,752	18.48	843	0.03	16,543	0.56
United States	55,688,562	327.57	30,449,906	179.02	23,532,366	138.52	1,355,454	7.97	350,836	2.06
Sweden	1,068,291	145.90	591,938	80.80	446,511	61.02	19,279	2.63	10,563	1.45
Switzerland	1,312,633	260.18	578,276	114.62	644,700	127.79	83,465	16.55	6,193	1.23
Turkey	241,203	9.72	218,903	8.86	17,091	0.66	1,372	0.05	3,837	0.15

The lowest average figure per head is to be found in Calabria (28.2) and Basilicata (22.8).

Examining the various items included under the term « postal packets », it will be found that illustrated postcards, which have risen from 157 million to 311 million, exceed plain postcards (from 217 to 235 million). Although this is a modest index, it is an indication of a general improvement in the standard of living since the former, apart from having a higher retail price, are the typical form of message or greetings sent by persons on holiday or touring. The latter, on the other hand, represent the most economic and practical method of correspondence. (1).

A comparison between postal statistics in Italy and other countries is of major interest (Table II).

Italy holds twelfth position in this table, somewhat distant from countries like the United States or Switzerland, with an average of one letter

Table III - FREQUENCY OF POST OFFICE OPERATIONS PER INHABITANT

COUNTRY	One postal pkt. every:	One letter or postcard every:	Other forms of correspon- dence every:	One parcel every:	One postal order every:
United States	26 hours	2 days	2½ days	45 days	6 months
Switzerland	33 hours	3 days	3 days	22 days	9 months
Belgium	1½ days	6 days	2 days	13 months	4 years
United Kingdom	2 days	3½ days	4½ days	2½ months	1½ years
Holland	2½ days	6 days	3½ days	6 months	13 months
Sweden	2½ days	4½ days	6 days	4½ months	10 months
France	3½ days	6 days	8 days	20 months	65 days
Denmark	3½ days	4½ days	15 days	2½ months	8 months
Norway	3½ days	5 days	19 days	5 months	7 months
Austria	4 days	7 days	11 days	3 months	1 year
Italy	4½ days	9 days	9 days	2 years	3 years
Argentina	5½ days	8 days	20 days	4 years	5 years
Spain	7½ days	12 days	19 days	33 years	2 years
Portugal	9 days	19 days	18 days	4 years	2 years
Greece	16 days	46 days	25 days	17 years	4 years
Mexico	19 days	33 days	50 days	8½ years	6 years
Turkey	38 days	41 days	1½ years	20 years	6½ years
Morocco	40 days	2 months	4 months	100 years	4 years
Egypt	43 days	67 days	4 months	33 years	25 years
Pakistan	68 days	3 months	1 year	25 years	10 years

per day for every 2/3 inhabitants. In relation to other types of postal packets, Italy is again far behind Belgium which has an average of 15 per month per person. France heads the list in the use of postal orders and post office cheques, a form of monetary payment which

(1) See also: *The Postal Service and Telecommunications* - « Italian Affairs », Vol. V, No. 4, pp. 1337-1342.

is still widely used by rural populations. Switzerland leads in parcels with an average of 1 per day for every 20 inhabitants.

By using this statistical data, it is then possible to set out a table which demonstrates the number of times each inhabitant of the twenty nations quoted effectively uses the postal services.

Of the twenty countries examined, Italy holds eleventh place, with an average of one postal operation every $4\frac{1}{2}$ days. The United States come first with one every 26 hours, followed by Switzerland (33 hrs.), Belgium ($1\frac{1}{2}$ days), the United Kingdom (2 days), Holland and Sweden ($2\frac{1}{2}$ days), France, Denmark and Norway ($3\frac{1}{2}$ days) and Austria (4 days).

It should be remembered that the above figures do not include a large number of packages (particularly express letters, parcels, invoices, invitations, registered letters, etc.) which are delivered by special agencies operating in large cities. The volume of such movement, which is additional to the normal postal services, would considerably alter the above calculations.



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ALL BANKING OPERATIONS AND SERVICES

THE POST OFFICE SAVINGS BANK

IMPROVEMENTS TO BANKING SERVICES

The chart included at the end of this report shows the total movement within the Post Office Savings Bank Department (current account, savings account, bonds) from the financial year 1950-51 to the present time. Comparison is made to the financial year 1938-39 (1).

The development of the services offered by the Post Office is notable but, although current account movement has reached a coefficient equal to 63 times pre-war level, savings and bonds have not increased in proportion to devaluation. The contraction in savings depends on such general factors as a certain fluidity in the financial situation, an increased standard of living, more extensive social welfare and a steady rise in hire purchase. A more direct influence has been exercised by a reduction in interest on bonds and modifications, in 1954, to bank discount rates.

At the end of the 1956-57 financial year, *current accounts* exceeded pre-war level, showing an increase of 189 times the total deposits and 187 times withdrawals. Such operations have risen, respectively, by 183 % and 513 %.

There has been a heavy rise in *transfers of money* between holders of current accounts. The increase is equal to 207 times the pre-war total, while the rise in the number of operations is 553 %.

Total current accounts, at June 30, 1957, showed an increase of 252 times the pre-war level (2).

(1) In order to correctly estimate the development in Post Office banking services, account should be taken of currency devaluation. According to data released by the Central Institute of Statistics on cost of living, devaluation showed a coefficient equal to 63 times the pre-war level; this refers to Jan-June, 1957. Refer: « *Bollettino mensile di Statistica* », October, 1957).

(2) The rise in the volume of current accounts is greatly due to a drop in postal orders when purchases are made from Government monopolies. State pensions are now also paid through order-forms on Post Office current accounts.

Forthcoming Events in Italy

Any season brings many tourists to Italy. These visitors may find added pleasure if they are able to see something of the folklore, cultural, artistic, religious and sporting aspects of Italian life. The following calendar of the most important forthcoming events will help visitors to plan their stay to the best advantage.

MARCH 1959

EXHIBITIONS AND FAIRS

Bologna: 13th National Exhibition of Footwear Fashions in the Podestà Salon (a show of Italian and foreign de luxe models).

Cagliari: 11th Samples Fair of Sardinia (from 14th to 29th).

Reggio Calabria: 11th International Fair of Citrus Fruits, Essences and Oils (it comprises an agricultural, industrial and a commercial sector and all the countries interested in the export of citrus fruits take part).

Verona: 61st International Agricultural Fair and 12th Salon of Agricultural Machinery (8th-16th).

RELIGIOUS EVENTS

Caltanissetta:

– March 25th – Procession of the « Real Maestranza » (procession of the craftsmen's guilds);

– March 26th – Procession of the Holy Thursday (16 groups of statuary depicting the phases of Christ's Passion are carried in procession);

– March 27th – Procession of the Gentlemen of the City (a solemn procession in which the craftsmen's guilds and the Clergy take part).

Capri (Naples): Traditional Easter Festivals.

Grassina (Florence): Procession of the Dead Christ (27th) (interesting ceremony at night during which the Passion of Christ is recalled).

L'Aquila: Good Friday Procession (27th).

Piana degli Albanesi (Palermo): Easter according to the Greek rites (29th) (celebration of Easter according to the Byzantine rite. On this occasion, too, the women wear characteristic oriental costumes. The ceremony of the distribution and benediction of red eggs is also singular).

Rome: (29th) « Urbi et Orbi » Papal Benediction.

Savona: Good Friday Procession (27th) (traditional and impressive procession of the prized 18th century « Casse » which are the work of distinguished sculptors).

Sezze Romano (Latina): Good Friday Procession – Performance of dramatic episodes from the Great Passion Play (27th).

Sorrento (Naples): Good Friday Processions (the white procession takes place in the morning, red one in the afternoon, and black one in the evening – 27th).

Sulmona (L'Aquila): Good Friday Procession.

– Easter Procession (29th).

Taranto:

- Pilgrimage of the Pardons (26th).
- Procession of the «Addolorata» (night of the 26th).
- Procession of the Mysteries (night of the 27th) (these three processions are among the most singular in Italy, due to the slowness of the march and the strange costumes worn by the Confraternity. They recall the processions of Seville).

Trapani: Procession of the Mysteries (27th) (traditional sacred performance of the Passion with a procession of 20 artistic groups of sculpture).

THEATRE AND MUSICAL EVENTS

Catania: Opera Season at the Massimo Bellini Theatre.

Como: Carnival Opera Season at the Social Theatre.

Florence: Winter Season of Symphony Concerts.

Genoa: Opera Season at the Municipal Theatre.

Milan: Opera Season at the Scala Theatre.
- Opera Season at the Piccola Scala.

Naples: Opera Season at the San Carlo Theatre.

- Concert Season at the San Pietro a Maiella Conservatoire.

Palermo: Official Opera Season at the Massimo Theatre.

- 6th Festival of Sicilian Song.

Parma: 7th International University Theatre Festival.

Rome: Opera Season at the Opera House.

- Concert Season at the Argentina.

Venice: Opera Season at the La Fenice.

FOLKLORE

Florence: Explosion of the Cart (28th) (during the «Saturday Gloria» a striker, in the shape of a dove, sets on fire the Cart which is formed of petards and placed in front of the Cathedral. The success of the explosion augurs well for the future harvest. This events recalls the victorious return from the first Crusade).

Forlimpopoli (Forlì): The «Segavecchia» (5th) (on Thursday in mid-Lent a grotesque puppet depicting an old woman is carried through the streets of the town, accompanied by bands and allegorical floats).

APRIL 1959

ART AND CULTURE

Milan: Historical Exhibition covering period from Plombières to Villafranca.

San Marino (Republic): Entrance of the «Regent Captains» (the 1st) (this is the solemn ceremony in 16th century costume when the Regent Captains, who hold the Executive Power of the Republic, are installed).

EXHIBITIONS AND FAIRS

Florence: 23rd International Market - Exhibition of Handicrafts (from the 24th to 14th May).

Milan: 37th International Samples Fair (from 12th to 27th) (one of the most important if not the most important European fair).

Turin: 8th International S.A.M.I.A. Market - Salon of Clothing.

THEATRE AND MUSICAL EVENTS

Assisi (Perugia): Serenade of «Calendimaggio» (30th) (a musical competition between the two main quarters of the city).

Bologna: 9th National Theatre Festival at the Municipal Theatre.

Catania: Opera Season at the Massimo Bellini Theatre.

Florence: Winter Season of Symphony Concerts.

Genoa: Opera Season at the Municipal Theatre.

Milan: Opera Season at the Scala Theatre.

— Opera Season at the Piccola Scala Theatre.

Naples: Opera Season at the San Carlo Theatre.

— Concert Season at the San Pietro a Maiella Conservatoire.

Palermo: Official Opera Season at the Massimo Theatre.

Rome: Opera Season at the Opera House.

SPORT

Grandola (Como): Opening of golf tournaments at Menaggio and Cadenabbia Golf Club.

Montorfano (Como): Opening of golf tournaments at Villa d'Este.

Naples: 5th Neapolitan Spring Sports Events.

Palermo: Motor Sicilian Gran Prix
— 15th Internat. Tennis Tournament.

Rome: International Horse Show at Piazza di Siena.

San Remo (Imperia): 45th International Tennis Championship.

Syracuse: 9th Motor Grand Prix.

FOLKLORE

Taormina (Messina): Rally of Costume and Sicilian Carts.

Terni: « Cantamaggio » of Terni (30th).

Tremezzo Cadenabbia (Como): Ballet performances in the park of Villa Carlotta during the azalea season.

Venice: Feast of San Marco (25th) (this is the feast of the Patron Saint of the city when it is the custom to present a rosebud to the woman loved. The first Regatta of the season also takes place on this date).

ARRANGEMENTS FOR VISITORS TO SEND FILMS ABROAD BY LETTER-POST

As a result of requests from the Tourism Commission, the Ministry of Finance and the Ministry of Post have agreed to allow tourists to send films abroad from Italy by letter-post. Negatives and prints, including cine-films, may be sent by letter-post on condition that they are non-commercial.

OTHER PUBLICATIONS OF THE INFORMATION SERVICE OF THE PRESIDENCY OF THE COUNCIL OF MINISTERS

Periodical

Documenti di vita Italiana, a monthly review in Italian of Italian politics, economics and finance (Year VIII).

Documents de la Vie Italienne, a two-monthly review in French of Italian politics, economics and finance (Year VI).

Hoy en Italia, a two-monthly review in Spanish of Italian politics, economics and finance (Year VIII).

Documenti – Berichte über das Leben in Italien, a two-monthly review in German of Italian politics, economics and finance (Year VI).

Vita Italiana, monthly posters of political documentation (at 53rd issue).

Non periodical

The Service also edits series of volumes and pamphlets for distribution in Italy and abroad. The following volumes have been published, among others: « *Italie d'aujourd'hui* » (out of print) – « *Italy Today* » (out of print) – « *La Italia de hoy* » (out of print) – « *Italien von Heute* » (out of print) – « *Un decennio di vita italiana: 1946-1956* » – « *Un decennio de vida italiana* » – « *Ten Years of Italian Democracy: 1946-1956* » – « *Dix ans de démocratie en Italie* ».

The following pamphlets were published only in Italian: « *Comunicati del Consiglio dei Ministri* » (Communiqués of the Council of Ministers), « *Elezioni amministrative* » (Local Elections), « *Discorsi del Presidente Gronchi negli Stati Uniti* » (Speeches of President Gronchi in the United States), « *La questione ungherese e il Canale di Suez* » (The Question of Hungary and the Suez Canal), various monographs, celebrations of special events, etc.

The Service distributes, on request, photographs documenting Italian life or plastic clichés, to Italian and foreign newspapers; it is also responsible for the production of film documentaries illustrating the development of Italian life. The documentaries produced — many of which have been dubbed in a number of languages and distributed abroad — total 150.

Calendar of political events

NOVEMBER 1958

3. - The President of the Republic, Giovanni Gronchi, receives a visit from the Brazilian Foreign Minister, Francisco Negro de Lima. Later in the day, the Minister also holds talks with the Italian Premier and Minister for Foreign Affairs, Amintore Fanfani.

The Italian Prime Minister receives an official invitation to Brazil. The Foreign Minister of the Low Countries visits the Italian Prime Minister.

4. - Celebrating the success of Italy in the first World War, President Giovanni Gronchi addresses a message to the Armed Forces in which he draws attention to the meaning of the solemnities.

5. - President Gronchi opens the 40th International Motor Car Exhibition in Turin. The Italian Prime Minister and Minister for Foreign Affairs, Amintore Fanfani, meets the West German Foreign Minister, von Brentano, the American Undersecretary of State, Murphy, the Austrian Chancellor, Raab, the Spanish Foreign Minister, Don Fernando Castiella and the Minister of Foreign Affairs of Nationalist China, Shao Ku-huang. The meeting follows the Foreign Ministers' visit to Rome for the coronation of Pope John. The Italian Prime Minister offers a reception at Villa Madama in honour of Soroite Okasha, former ambassador in Rome and now Minister of Culture and National Propaganda of the United Arab Republic.

7. - The Italian Cabinet meets to study methods of avoiding increased expenditure and applying the Government programme. The Prime Minister holds a press conference in which he explains the Government's activity over the past three and a half months. «Following the responsibilities assumed under the Government programme» said the Premier, «we have succeeded in solving such problems as the *question of the Constitution*. Our efforts in this direction include Bills on the Referendum, nominations to the Senate, modifications to the administration of the Presidency of the Council of Ministers, diplomatic careers for women, preventative custody under public security measures, payment of damages in respect of judicial errors, a decree on the institution of the Magistrates' Council and application of the special Statute for the Trentino-Alto Adige Region. *Public Instruction* has been aided through Bills passed under the Ten Year Educational Programme, modifications to college training and training courses for teachers as well as improvements to the syllabuses of technical institute. *Financial and economic measures* include regulations on local government offices, the classification and use of building lots, the reduction of the special tax levied on petrol, authorization to IRI to assume management of the Taranto shipbuilding yards, revision of the Twelve Year Agricultural Programme, reclassification of edible oils and the introduction of new

regulations covering sales of fraudulent edible oil products, new regulations on the meat, fish and horticultural markets, launching of a Ten Year Programme for the Construction and Repair of Highways and the new Traffic Code. On questions of *social security and welfare*, the Government has approved measures which call for immediate application of all the norms contained in collective contracts, passed a Bill which extends old age and invalid pensions to artisans, granted insurance coverage against tuberculosis to extra industrial categories, increased family allowances and allowed the issue of free passports and reduction in travelling costs to emigrants».

9. - Local elections are held in 198 Communes and 9 provincial colleges belonging to 43 Italian provinces (828,922 electors). Voting is high and the Christian Democrat Party obtains substantial increases, rising from 38 % to 42.9 %.

12. - The Italian Cabinet meets today to hear a report from the Minister of the Interior on the results of the Local Elections. Members express their satisfaction over the increase in the number of supporters of the democratic parties, particularly those belonging to the Government coalition. Cabinet ministers also declare the opportuneness of encouraging economic cooperation between the free nations of Europe for the purpose of reaching that goal which, in the words of the Prime Minister, Amintore Fanfani, «can only be only be achieved through European unity as a guarantee of progress, security and peace». The Italian Prime Minister and the Canadian Prime Minister, Diefenbaker, meet today for talks which confirm the friendly relations between Italy and Canada. Mr. Diefenbaker observes that Italian emigrants have made a strong contribution towards promoting cordial relations between the two nations.

15.18. - Attending the meeting of the National Council of the Christian Democrat Party, Amintore Fanfani gives a detailed report on the work of his Government, explaining the legislation already

approved or due to be introduced in Parliament. Speaking about foreign policy, the Premier explains Italy's entry to the Security Council. He also refers to Italy's adherence to the conditions laid down in the Lateran Pacts and the participation of the Government and the people in the Church's mourning. Dealing with the question of prices, Fanfani observes that «the price index, both wholesale and retail, and living costs began a steady drop as from July 1958». The Prime Minister also refers to the increase in the State guarantee on export risk from 100 to 140 milliard lire and the authorization granted to the *Banca di Medio Credito* (Medium Term Credit Bank) and IMI to furnish a minimum of 100 milliard lire credit to exporters. «This» he said, «is proof that the Government has every intention of assisting private enterprise and its development in all sectors». Completing his report on Government action, the Prime Minister then turns to the question of relations with other political parties, making a brief reference to changes in the Sicilian Regional Government. Following lengthy discussions and speeches by leading exponents of the party, the Christian Democrat National Council concludes its assembly by unanimously approving the decisions taken by the Executive. The ex-Prime Minister, Mario Scelba, abstains. The National Congress of the Party is to be held in Florence on April 11-13, 1959.

23. - Local elections are held in the provinces of Brescia and Brindisi, resulting in a victory for the Christian Democrat Party, with 11 Communes out of 13.

27. - The Shah of Persia arrives at Ciampino Airport, Rome, on an official visit. He is met by President Giovanni Gronchi and leading Italian representatives. In a speech of welcome, President Gronchi observes: «I should like to extend a most warm welcome to Your Majesty». He adds: «I still remember the cordial reception I received in your country and it echoed with such profound and spontaneous friendship that it has never been erased from my mind. You well know that the Italian people

nourish similar sentiments towards Your Majesty and the people you govern. Therefore, my welcome to you is not a mere act of courtesy but a sincere and significant act of homage to your nation and to you». Thanking President Gronchi for his words, the Shah observes that the official visit to Teheran was the starting point for an exceptionally close and cordial friendship. «This has been sealed by the petroleum agreement, an agreement which was the result of mutual esteem and respect. It is my hope that this visit to your country will benefit Italo-Iranian relations».

28. - The Shah visits the tomb of the Unknown Soldier after which he returns to the Quirinal for talks with President Gronchi.

The official programme reads: Visit to the IVth Airborne Brigade at Pratica di Mare; Lunch at Castelporziano with President Gronchi; in the afternoon: Official reception at the Rome Campidoglio.

DECEMBER 1958

1. - Conclusion of the Shah's visit to Italy. Before his departure, an official communiqué is issued which gives a summary of the official talks which have been held. It says that both statesmen have exchanged views on the current world situation and agreed upon the attitude of their respective countries, particularly in relation to the Middle East and the Mediterranean areas. Development in economic relations has been noted with great satisfaction and it is to be hoped that the future will intensify present trade exchange. Referring to the cultural agreement signed on November 29, the communiqué observes that both Italy and Iran are anxious to promote closer cultural and scientific ties, and have therefore decided to facilitate the entry of Iranian students to senior schools and technical institutes in Italy.

7. - Mrs. Carla Gronchi attends the launching of the *Leonardo da Vinci*, built in record time by the «Ansaldo» shipyards.

The Shah, accompanied by President Gronchi, is welcomed by the Mayor and the City Councillors. The Mayor presents the Shah with a bronze statue of the Goddess Roma. The evening closes with a gala performance at the Opera.

29. - More talks between the Shah of Persia and President Gronchi. A cultural agreement is drawn up between Italy and Iran under which both nations agree to set up cultural institutes and publicise their literary production.

The Shah and President Gronchi attend an official reception offered by the Mayor of Rome. During the afternoon, a monument to the Iranian poet, Firdusi, a gift to Rome from the city of Teheran, is inaugurated in Villa Borghese.

During the evening, the Italian Prime Minister and Minister for Foreign Affairs, Amintore Fanfani, offers a gala dinner at Villa Madama which is attended by the Shah of Persia and President Gronchi.

8. - The Prime Minister opens the first trunk (100 kms.) of the «Sun Highway» which runs from Milan to Parma.

9. - At the Quirinal, President Giovanni Gronchi presides over a meeting of the Supreme Defence Council.

12. - The Cabinet holds a lengthy meeting today during which it examines the political situation and approves certain modifications to the contents of the new Traffic Code. It then examines several Bills, including one which covers the motion picture industry and theatres.

13. - President Giovanni Gronchi and Prime Minister Amintore Fanfani officially visit Milan University for the opening session of the congress promoted by the European Cultural Foundation.

Prince Bernard of Holland presents the «Erasmus Prize» to the Austrian Foreign Minister, Figl.

14. - President Gronchi reaches Varese to attend a provincial meeting of Alpine troops and the International Fes-

tival of Mountain Songs. He later visits Busto Arsizio to be present at the inauguration of a monument to the war dead. During official ceremonies in the Town Hall, President Gronchi is proclaimed an honorary citizen. The Italian Prime Minister and Minister for Foreign Affairs, Amintore Fanfani, meets the West German Chancellor, Adenauer, at Rhodorf. A communiqué observes that talks have been «friendly, exhaustive and comprehensive». Expressing his satisfaction over this meeting with the German Chancellor, the Italian Prime Minister says that once again he has had a first-hand opportunity of witnessing «complete agreement» between Rome and Bonn.

16-18. – The Prime Minister and Minister for Foreign Affairs, Amintore Fanfani, speaking at the N.A.T.O. meeting in Paris, proposes a more effective and active policy in the Middle East. He adds that such a policy should aim at «encouraging the progress and freedom of those peoples and their prosperity» so that the danger of encirclement by the Soviet Union will no longer threaten the free world.

18. – President Gronchi receives the Speakers of the Chamber of Deputies and the Senate, accompanied by repre-

sentatives of both Houses, for an exchange of Xmas greetings.

During the afternoon, the President visits the Senate and the Chamber of Deputies.

20. – President Gronchi receives members of the Government for the traditional exchange of Xmas and New Year greetings. Later in the day, high ranking Italian officials also visit the President at the Quirinal.

23. – To mark the election of General De Gaulle as President of the French Republic, President Giovanni Gronchi and the Prime Minister, Amintore Fanfani, send telegrams of congratulation and good wishes in which they express the hope for closer and successful relations between Italy and France.

27. – During a Cabinet meeting today, Ministers discuss the situation likely to arise with the entry of the first measures contemplated by the Common Market and Euratom on January 1, 1959. Members examine the decrees which reduce customs charges by 10%, as from January 1, and also approve legislation which will assist Italian commercial operators.

The Cabinet also approves convertibility of the lire in all countries not included in the dollar area.

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ITALIAN RADIO BROADCASTS IN ENGLISH

<i>Rome time</i>	<i>Day</i>	<i>Programme</i>	<i>Wave Lengths (*)</i>
PROGRAMME FOR NORTH AMERICA (EAST COAST)			
01.30-01.50	Daily	News Bulletin, Talk and Records	19.48-25.20
PROGRAMME FOR NORTH AMERICA (WEST COAST)			
04.05-04.25	Daily	News Bulletin, Talk and Records	25.20-31.33
PROGRAMME FOR AUSTRALIA AND NEW ZEALAND			
10.00-10.15	Daily	News Bulletin	
	Sunday	Talk and Neapolitan Songs	
	Monday	« We Want Music »	13.91
	Tuesday	Opera Music	16.85
10.15-10.40	Wednesday	Melodies and Songs	19.58
	Thursday	Varied programme	
	Friday	Light Music and Songs	
	Saturday	Request programme and Mail Bag	
PROGRAMME FOR NORTH-WEST AFRICA AND NEAR EAST			
10.20-10.40	Daily	News Bulletin and Music	19.84 25.20
PROGRAMME FOR THE MIDDLE AND FAR EAST			
11.45-12.05	Daily	News Bulletin and Music	13.91 16.88 19.48
PROGRAMME FOR SOUTH AFRICA			
16.35-16.55	Daily	News Bulletin and Music	13.91 16.88
PROGRAMME FOR G. BRITAIN AND IRELAND			
19.20-19.35	Daily	News Bulletin	
	Sunday	Light Music	
	Monday	Request programme and Mail Bag	
	Tuesday	Opera Music	31.33
19.35-19.40	Wednesday	Music	49.92
	Thursday	Talk	
	Friday	Neapolitan Songs	
	Saturday	Talk	
18.55-19.10	Thursday	Problems of NATO	30.90
18.55-19.10	Monday	Problems of European Unity	41.24 50.34
NOCTURNE FROM ITALY			
23.35-06.40	Daily	Varied Musical Programme; News at 1; 2; 3; 4; 5; 6.	35.5

Please note: Possible changes in times and wavelengths will be notified during our transmissions.

(*)	13.91 metres = 21.56 Mc/s	25.40 metres = 11.81 Mc/s
	16.85 " = 17.80 "	30.90 " = 9.71 "
	16.88 " = 17.77 "	31.33 " = 9.57 "
	16.91 " = 17.74 "	41.24 " = 7.27 "
	19.48 " = 15.40 "	49.50 " = 6.06 "
	19.58 " = 15.32 "	49.92 " = 6.01 "
	19.84 " = 15.12 "	50.34 " = 5.96 "
	25.20 " = 11.90 "	355 " = 845 Kc/s

The three National Programmes of the RAI are broadcast on short and medium waves.
Below is a list of the hours of transmission and the wavelengths.

	<i>Day</i>	<i>Time</i>	<i>Wavelength</i>
1st Programme	Holidays	6.40-11; 12-24.10	approx. 49.50 metres = 6.06 Mc/sec.
	Weekdays	6.40-9; 11-14.30; 16.20-24.10	" 31.53 " = 9.515 "
2nd Programme	Holidays	8.30-12; 18-23.30	" 41.81 " = 7.175 "
	Weekdays	9-11; 13-23.30	
3rd Programme	Holidays	16-18.30; 19-24 approx.	" 75.09 " = 3.995 "
	Weekdays	19-24 approx.	

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